MICROFILM

START OF ROLL

ROLL NO.

76

Construction Contracts

F-304(2) Flavel St.-Clackamas O'Xing 1955
Sec., Cascade Hwy.
#4450

CPR8-2136

Form PR 2 (Revised 1950)

State Oregon

Project No. F-304(2)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of August, 19 56,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of March, 19 55, a program, which was approved on the 24th day of March, 19 55, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 29th day of March, 19 55, and the sum of one hundred fifty-three thousand and 00/100

dollars ($ 153,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 384+35 and 468+50, south of Portland

, length 1.554 miles, in Clackamas County, being Oregon project No. F-304(2), consisting of 1.554 miles of roadway and no bridges, each of more than 20 feet clear span, of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

F 302(2)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred fifty-three thousand and 00/100 153,000.00 dollars ($), which does not exceed the authorized Federal pro rata share of two hundred forty-seven thousand, four hundred twelve and 00/100 247,412.00 dollars ($), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

F-3044

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION.

Chai (Official title of Highway Department)

By Chairman, State Highway Commission

(Title of officer)

By Member, State Highway Commission

(Title of officer)

By

(Title of officer)

By

(Title of officer)

By

(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11870-8 A4.02

F-304(2)
4450

Oregon State Highway Department

Federal Aid
Project No. F-304 (2)

SOUTH UNIT, FLAVEL STREET-CLACKAMAS OVERCROSSING

SECTION OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, March 25, 1955

Type Code 6201
Roadway (Sta. 384+35 to Sta. 451+31.04)

All Required	Clearing and Grubbing (40%)		$ 2,000.00
670 lin.ft.	Salvaging and Reinstalling Guard Rail	$ 1.25	837.50
5,820 cu.yds.	Drainage Excavation, Unclassified	2.50	14,550.00
59,500 cu.yds.	Special Borrow Excavation, Unclassified	0.35	20,825.00
14,060 cu.yds.	General Excavation, Unclassified	0.40	5,624.00
28,500 yd.mi.	Truck Haul	0.18	5,130.00
1.27 miles	Finishing Roadbed and Slopes	750.00	952.50
1,620 lin.ft.	12-inch Corrugated Metal Pipe	3.00	4,860.00
56 lin.ft.	43-inch Arch Type Corrugated Metal Pipe	16.00	896.00
76 lin.ft.	36-inch Concrete Pipe	8.00	608.00
70 lin.ft.	48-inch Concrete Pipe	13.00	910.00
860 lin.ft.	12-inch Sewer Pipe	2.25	1,935.00
600 lin.ft.	18-inch Sewer Pipe	3.25	1,950.00
1,000 lin.ft.	21-inch Sewer Pipe	4.75	4,750.00
1,230 lin.ft.	36-inch Sewer Pipe	7.50	9,225.00
460 lin.ft.	Extra for Pipe Under Pavement	2.00	920.00
40 cu.yds.	Class "A" Concrete	40.00	1,600.00
5,000 lbs.	Metal Reinforcement	0.14	700.00
12 only	Concrete Manholes	250.00	3,000.00
40 only	Concrete Catch Basins	75.00	3,000.00
1 only	Special Concrete Inlet Box	100.00	100.00
360 cu.yds.	Concrete Curbs	40.00	14,400.00
26,100 cu.yds.	Coarse Crushed Material in Base	2.25	58,725.00
3,400 cu.yds.	3/4" - 0 Material in Base and Shoulders	2.50	8,500.00
780 M-gals.	Sprinkling	2.50	1,950.00
1.27 miles	Preparation of Base	200.00	254.00
380 cu.yds.	3/4" - 0 Material in Binder Course	3.00	1,140.00
60 tons	RC-3 Asphalt in Binder Course	38.00	2,280.00
4 tons	RS-1 Asphalt in Tack Coat	38.00	152.00
11,300 tons	Class "E" Asphaltic Concrete	5.50	62,150.00
64 only	Extra for Asphaltic Concrete Approaches	25.00	1,600.00
4,000 lin.ft.	1-inch Asphaltic Concrete Traffic Markers	1.00	4,000.00
	Subtotal		$239,524.00
	10% Engr. & Cont.		23,952.40
	Total		$263,476.40

Length of Roadway	1.268 Miles
Cost of Roadway Per Mile	$207,788.95

Type Code 1010
Roadway (Sta. 451+31.04 to Sta. 468+50)

All Required	Clearing and Grubbing (10%)		$ 500.00
1,530 lin.ft.	Salvaging and Reinstalling Guard Rail	$ 1.25	1,912.50
280 cu.yds.	Drainage Excavation, Unclassified	2.50	700.00
740 cu.yds.	General Excavation, Unclassified	0.40	296.00
59,500 yd.mi.	Truck Haul	0.18	10,710.00
0.28 mile	Finishing Roadbed and Slopes	750.00	210.00
90 cu.yds.	Class "A" Concrete	40.00	3,600.00
14,000 lbs.	Metal Reinforcement	0.14	1,960.00
20 M-gals.	Sprinkling	2.50	50.00
	Subtotal		$19,938.50
	10% Engr. & Cont.		1,993.85
	Total		$21,932.35

Length of Roadway	0.286 Miles
Length of Structure	0.040 Mile
Total Length	0.326 Mile
Cost of Roadway Per Mile	$76,686.53

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway (Grade & Pave)	$263,476.40	$162,475.00	$101,001.40
Roadway (Grading)	21,932.35	13,525.00	8,407.35
	$285,408.75	$176,000.00	$109,408.75

F-304(2)
4450

Oregon State Highway Department — Federal Aid Project No. F-304(2)

SOUTH UNIT, FLAVEL STREET-CLACKAMAS OVERCROSSING SECTION

OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 5, 1956

Type Code 6201
Roadway (Sta. 384+35 to Sta. 451+31.04)(Contract No. 4450)

All Required	Clearing and Grubbing (40%)	$		$ 1,400.00
670 lin. ft.	Salvaging and Reinstalling Guard Rail	1.50		1,005.00
5,820 cu. yds.	Drainage Excavation, Unclassified	1.50		8,730.00
59,500 cu. yds.	Special Borrow Excavation, Unclassified	0.25		14,875.00
14,060 cu. yds.	General Excavation, Unclassified	0.45		6,327.00
28,500 yd. mi.	Truck Haul	0.12		3,420.00
1.27 miles	Finishing Roadbed and Slopes	500.00		635.00
1,620 lin. ft.	12-inch Corrugated Metal Pipe	2.75		4,455.00
56 lin. ft.	43-inch Arch Type Corrugated Metal Pipe	16.00		896.00
76 lin. ft.	36-inch Concrete Pipe	9.00		684.00
70 lin. ft.	48-inch Concrete Pipe	12.50		875.00
860 lin. ft.	12-inch Sewer Pipe	1.60		1,376.00
600 lin. ft.	18-inch Sewer Pipe	2.55		1,530.00
1,000 lin. ft.	21-inch Sewer Pipe	3.45		3,450.00
1,230 lin. ft.	36-inch Sewer Pipe	6.50		7,995.00
460 lin. ft.	Extra for Pipe Under Pavement	2.50		1,150.00
40 cu. yds.	Class "A" Concrete	52.00		2,080.00
5,000 lbs.	Metal Reinforcement	0.12		600.00
12 only	Concrete Manholes	180.00		2,160.00
40 only	Concrete Catch Basins	65.00		2,600.00
1 only	Special Concrete Inlet Box	125.00		125.00
360 cu. yds.	Concrete Curbs	38.00		13,680.00
26,100 cu. yds.	Course Crushed Material in Base	1.80		46,980.00
3,400 cu. yds.	3/4" - 0 Material in Base & Shoulders	2.60		8,840.00
780 M-gals.	Sprinkling	2.00		1,560.00
1.27 mile	Preparation of Base	200.00		254.00
380 cu. yds.	3/4" - 0 Material in Binder Course	3.50		1,330.00
60 tons	RC-3 Asphalt in Binder Course	40.00		2,400.00
4 tons	RS-1 Asphalt in Tack Coat	70.00		280.00
11,300 tons	Class "B" Asphaltic Concrete	5.50		62,150.00
64 only	Extra for Asphaltic Concrete Approaches	25.00		1,600.00
4,000 lin. ft.	1-inch Asphaltic Concrete Traffic Markers	0.60		2,400.00
		Subtotal		$207,842.00
		10% Engr. & Cont.		20,784.20
		Total		$228,626.20

Length of Roadway 1.268 Miles
Cost of Roadway Per Mi. $180,304.57

Type Code 1010
Roadway (Sta. 451+31.04 to Sta. 468+50)(Contract No. 4450)

All Required	Clearing and Grubbing (10%)	$	$ 350.00
1,530 lin. ft.	Salvaging and Reinstalling Guard Rail	1.50	2,295.00
280 cu. yds.	Drainage Excavation, Unclassified	1.50	420.00
740 cu. yds.	General Excavation, Unclassified	0.45	333.00
59,500 yd. mi.	Truck Haul	0.12	7,140.00
0.28 mile	Finishing Roadbed and Slopes	500.00	140.00
90 cu. yds.	Class "A" Concrete	52.00	4,680.00
14,000 lbs.	Metal Reinforcement	0.12	1,680.00
20 M-gal.	Sprinkling	2.00	40.00
		Subtotal	$17,078.00
		10% Engr. & Cont.	1,707.80
		Total	$18,785.80

Length of Roadway	0.286 Mile
Length of Structure	0.040 Mile
Total Length	0.326 Mile
Cost of Roadway Per Mi.	$65,684.61

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway (Grade & Pave)	$228,626.20	$141,383.00	$87,243.20
Roadway (Grading)	18,785.80	11,617.00	7,168.80
	$247,412.00	$153,000.00	$94,412.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

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Oregon State Highway Department

Federal Aid
Project No. F-304 (2)

SOUTH UNIT, FLAVEL STREET-CLACKAMAS OVERCROSSING

SECTION OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, March 25, 1955

Type Code 6201
Roadway (Sta. 334+35 to Sta. 451+31.04)

All Required	Clearing and Grubbing (40%)		$ 2,000.00
670 lin.ft.	Salvaging and Reinstalling Guard Rail	$ 1.25	837.50
5,820 cu.yds.	Drainage Excavation, Unclassified	2.50	14,550.00
59,500 cu.yds.	Special Borrow Excavation, Unclassified	0.35	20,825.00
14,060 cu.yds.	General Excavation, Unclassified	0.40	5,624.00
28,500 yd.mi.	Truck Haul	0.18	5,130.00
1.27 miles	Finishing Roadbed and Slopes	750.00	952.50
1,620 lin.ft.	12-Inch Corrugated Metal Pipe	3.00	4,860.00
56 lin.ft.	43-Inch Arch Type Corrugated Metal Pipe	16.00	896.00
76 lin.ft.	36-Inch Concrete Pipe	8.00	608.00
70 lin.ft.	48-Inch Concrete Pipe	13.00	910.00
860 lin.ft.	12-Inch Sewer Pipe	2.25	1,935.00
600 lin.ft.	18-Inch Sewer Pipe	3.25	1,950.00
1,000 lin.ft.	21-Inch Sewer Pipe	4.75	4,750.00
1,230 lin.ft.	36-Inch Sewer Pipe	7.50	9,225.00
460 lin.ft.	Extra For Pipe Under Pavement	2.00	920.00
40 cu.yds.	Class "A" Concrete	40.00	1,600.00
5,000 lbs.	Metal Reinforcement	0.14	700.00
12 only	Concrete Manholes	250.00	3,000.00
40 only	Concrete Catch Basins	75.00	3,000.00
1 only	Special Concrete Inlet Box	100.00	100.00
360 cu.yds.	Concrete Curbs	40.00	14,400.00
26,100 cu.yds.	Coarse Crushed Material in Base	2.25	58,725.00
3,400 cu.yds.	3/4" - 0 Material in Base and Shoulders	2.50	8,500.00
780 M-gal.	Sprinkling	2.50	1,950.00
1.27 mile	Preparation of Base	200.00	254.00
380 cu.yds.	3/4" - 0 Material in Binder Course	3.00	1,140.00
60 tons	RC-3 Asphalt in Binder Course	38.00	2,280.00
4 tons	RS-1 Asphalt in Tack Coat	38.00	152.00
11,300 tons	Class "B" Asphaltic Concrete	5.50	62,150.00
64 only	Extra For Asphaltic Concrete Approaches	25.00	1,600.00
4,000 lin.ft.	1-Inch Asphaltic Concrete Traffic Markers	1.00	4,000.00
			239,524.00
	Subtotal		~~$239,524.00~~
	10% Engr. & Cont.		~~23,952.40~~ 23,952.40
	Total		~~$263,477.39~~
			263,476.40

Length of Roadway 1.268 Miles
Cost of Roadway Per Mile ~~$207,789.73~~
207,788.95

Q1

Bid

Type Code 1010
Roadway (Sta. 451+31.04 to Sta. 468+50)

All Required	Clearing and Grubbing (10%)			$ 500.00
1,530 lin.ft.	Salvaging and Reinstalling Guard Rail	$	1.25	1,912.50
280 cu.yds.	Drainage Excavation, Unclassified		2.50	700.00
740 cu.yds.	General Excavation, Unclassified		0.40	296.00
59,500 yd.mi.	Truck Haul		0.18	10,710.00
0.28 mile	Finishing Roadbed and Slopes		750.00	210.00
90 cu.yds.	Class "A" Concrete		40.00	3,600.00
14,000 lbs.	Metal Reinforcement		0.14	1,960.00
20 M-gal.	Sprinkling		2.50	50.00
	Subtotal			$ 19,938.50
	10% Engr. & Cont.			1,993.85
	Total			$ 21,932.35

Length of Roadway	0.286 Miles
Length of Structure	0.040 Mile
Total Length	0.326 Mile
Cost of Roadway Per Mile	$76,686.53

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
	263,476.40		101,001.40
Roadway (Grade & Pave)	~~$263,477.39~~	$162,475.00	~~$101,002.39~~
Roadway (Grading)	21,932.35	13,525.00	8,407.35
	~~$285,409.74~~	$176,000.00	$109,409.74
	285,408.75		109,408.75

F-504 (Qu)

Flavel St.-Clackamas Overcrossing

Bid July 9th, 1956

FINAL COST ANALYSIS
Grading and Paving
Logan & Taylor, Contractors
Milton J. Merrin, Jr., Resident Engineer

Cascade Secondary

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$3,710.49	$3,500	$ 3,710.49	$ 3,500.00
Removal of Walks & Driveway	209.7	Sq. Yd.	0.70	0.50	146.57	104.85
Removal of Catch Basins	7	Each	18.58	25.00	130.04	175.00
Salvage & Reinstall Guard Rail	765	Lin. Ft.	1.48	1.50	1,131.39	1,147.50
Ø Drainage Excav., Unclass.	8,266	Cu. Yd.	1.30	1.50	10,745.80	12,399.00
Special Borrow Excav., Unclass.	41,837.6	" "	0.24	0.25	10,222.77	10,459.40
General Excav., Unclass.	26,770.1	" "	0.41	0.45	10,912.60	12,046.55
Truck Haul	80,031.1	Yd. Mi.	0.09	0.12	7,180.37	9,603.73
Finish R/B & Slopes	3.02	Mile	581.90	500.00	1,757.44	1,510.00
Ø 12" Corr. Metal Pipe	3,887	Lin. Ft.	2.74	2.75	10,650.38	10,689.25
Ø 43" Arch Type Corr. Metal Pipe	47	" "	15.98	16.00	751.06	752.00
Ø 36" Concrete Pipe	72	" "	9.00	9.00	648.00	648.00
Ø 48" " "	64	" "	12.50	12.50	800.00	800.00
Ø 12" Sewer Pipe	3,047	" "	1.56	1.60	4,753.32	4,875.20
Ø 18" " "	4,744	" "	2.50	2.55	11,860.00	12,097.20
Ø 21" " "	1,900	" "	3.40	3.45	6,460.00	6,555.00
Ø 36" " "	1,376	" "	6.40	6.50	8,806.40	8,944.00
Ø Extra for Pipe Under Pavement	1,394.3	" "	2.25	2.50	3,137.18	3,485.75
Ø Class "A" Concrete	134.46	Cu. Yd.	52.00	52.00	6,991.92	6,991.92
Ø Metal Reinforcement	21,974	Lb.	0.12	0.12	2,636.88	2,636.88
Ø Concrete Manholes	46	Each	180.00	180.00	8,280.00	8,280.00
Ø Concrete Catch Basins	132	"	60.00	65.00	7,920.00	8,580.00
Ø Special Concrete Inlet Box	1	"	125.00	125.00	125.00	125.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
ø Concrete Curbs	712.29	Cu. Yd.	$ 37.00	$ 38.00	$ 26,354.73	$ 27,067.02
Coarse Cr. Mat'l. in Base	40,347	" "	1.85	1.80	74,654.99	72,624.60
3/4"-0 Mat'l. in Base and Shoulders	5,921	" "	2.54	2.60	15,066.92	15,394.60
Sprinkling	463.6	M/Gal.	1.63	2.00	753.84	927.20
* Preparation of Base	2.74	Mile	192.50	200.00	527.45	548.00
* 3/4"-0 Mat'l. in Binder	424	Cu. Yd.	3.50	3.50	1,484.00	1,484.00
* RC-3 Asphalt in Binder Course	72.465	Ton	40.00	40.00	2,898.00	2,898.60
* RS-1 Asphalt in Tack Coat	6.085	"	70.00	70.00	425.95	425.95
* Class "B" Asphaltic Concrete	18,110.531	"	5.50	5.50	99,607.92	99,607.92
* Extra for Asphaltic Concrete Approaches	126	Each	25.00	25.00	3,150.00	3,150.00
* 1" Asphaltic Concrete Traffic Markers	4,181.1	Lin. Ft.	0.60	0.60	2,508.66	2,508.66
PA #1, Removal of Pavement	1,652.5	Sq. Yd.	0.30	0.35	495.75	578.38
PA #2, Remove & Reinstall Mail Box Posts	88	Each	2.20	2.40	193.60	211.20
PA #4, Remove Service Station Building	100%	All	50.00	50.00	50.00	50.00
PA #4, Removal of Fruit Stand	100%	All	25.00	25.00	25.00	25.00
ø PA #5, 24" Sewer Pipe	463	Lin. Ft.	4.80	4.80	2,222.40	2,222.40
ø PA #6, Removal of Curbs	273.9	" "	0.20	0.25	54.78	68.48
* PA #7, RS-1 Asphalt in Pavement Seal	91.175	Ton	41.00	45.00	3,738.18	4,102.88
* PA #7, ¼"-#10 Cr. Rock or Gravel in Pavement Seal	365	Cu. Yd.	4.00	4.10	1,460.00	1,496.50
PA #8, Reset Section Corner	100%	All	25.00	25.00	25.00	25.00
PA #8, Reset Traverse Sta. Bow	100%	All	35.00	35.00	35.00	35.00
PA #8, Reset Traverse Sta. C.O.D.	100%	All	25.00	25.00	25.00	25.00
ø PA #9, Cement Adjustment, Favor of State	44.65	Bbl.		4.00		- 178.60

F7

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Ø PA #10, Reconstruct Concrete Driveway	44.3	Sq. Yd.	$4.00	$4.40	$ 177.20	$ 194.92
Force Account					849.38	966.61
					$356,291.75	$362,865.55

Gross Revenue	$362,865.55
Total Cost	356,291.75
Net Profit	$ 6,573.80

Net Profit Equals 1.81% of Gross Revenue

Ø Work done by Perkins Bros.
* Work done by Portland Road & Driveways

Flavel St.-Clackamas Overcrossing
Contract #4450

Detail of Cost

Labor:				
Labor			$38,146.64	
Labor Insurance			3,792.39	
Health & Welfare			1,091.68	
				$ 43,030.71
Equipment Rental & Miscellaneous:				
Equipment (Owned)			$22,611.58	
" (Rented)			2,169.00	
Gas, Oil & Grease			3,422.73	
Bond			1,139.80	
Move In, Freight & Cartage			280.00	
Small Tools			499.54	
P.L. & P.D. Insurance			469.19	
Home Office & General Overhead			2,216.73	
				32,809.17
Materials:				
12" Corr. Metal Pipe	3,887 Lin. Ft.	at $1.89	$ 7,346.43	
43" Arch Type Corr. Metal Pipe	47 " "	" 8.54	401.38	
36" Concrete Pipe	72 " "	" 4.76	342.73	
48" " "	64 " "	" 7.55	483.20	
12" Sewer Pipe	3,047 " "	" 0.78	2,376.66	
18" " "	4,744 " "	" 1.50	7,116.00	
21" " "	1,900 " "	" 1.90	3,648.00	
24" " "	463 " "	" 2.65	1,226.95	
36" " "	1,376 " "	" 4.76	6,549.76	
Coarse Mat'l. in Base (Crushed)	40,347 Cu. Yd.	" 1.00	40,347.00	
3/4"-0 Mat'l. in Base and Shoulders	6,345 " "	" 1.80	11,421.00	
				81,259.11
				$157,098.99
Work Done By:				
Ø Perkins Bros.			$ 83,642.21	
* Portland Road & Driveways			115,800.16	
				199,442.37
T o t a l C o s t				$356,291.75

Remarks:

This was a "Federal Aid Primary and Federal Aid Urban Project" calling for widening of 3.02 miles of main highway roadbed and construction of approach roads and connections, involving approximately 24,400 cubic yards of roadway excavation and 59,500 cubic yards of borrow materials; 41,800 cubic yards of crushed materials in rock base and shoulders and construction of approximately 19,600 tons of asphaltic concrete pavement.

Awarding of the contract was delayed due to right of way acquisition. Bids were opened April 13th, 1955. The contractor started work April 28th, 1955 and the contract was awarded May 27th, 1955. Work progressed very rapidly and was completed November 10th, 1955.

Contractor started clearing April 28th, 1955. This part of the work proved very costly due to the fact it was necessary to clear a small amount in one place and then skip a portion of the job and return at some later date. Power poles and telephone poles also were not moved.

Grading progressed very slowly due to right of way difficulties. Laying of pipe and concrete work was done by Perkins Bros.

Moving of utilities slowed up work considerably, causing numerous delays.

Placing of base rock was a slow process due to heavy traffic and small amounts delivered at a time. This was done so as not to leave any hazardous places overnight.

Portland Road & Driveways did Items 28, 29, 30, 31, 32, 33 and 34 and PA #7 at bid prices.

Equipment used on project: TD-6 with dozer, TD-18 with dozer, D-8 with dozer, two DW-10's with scrapers, DW-15 with scraper, two power graders, 3/4 cu. yd. backhoe, five 5-yard dump trucks, HD-5 Tracto-shovel, Galion roller, water wagon, HD-14 with front end loader, air compressor with tamping equipment, jackhammer and miscellaneous small tools.

Contractors' equipment was in good condition but delays caused by utilities, failure to remove water lines, gas lines, power poles and telephone systems, added to confusion of traffic, all contributing to the small profit. Bid prices were low.

R. D. Asburry
Chief Cost Analyst

By . . Harry R. Sturgis

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Warran

RECEIVED
MAY 21 1956

OREGON STATE HIGHWAY DEPARTMENT

(date)

FOR FILING May 16, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4450	9-Final	Logan, Taylor and Company
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
9940	R-150811	$ 7370.88 5/16/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1955

Time Extensions: to Nov. 10, 1955

Completion Date: Nov. 10, 1955

Date Accepted: March 1, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-17-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAY 17 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 3 1956
FOR FILING

1-304(2)
4457

May 2, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4450 for work performed on the Flavel Street-Clackamas Overcrossing Section of the Cascade Highway in Clackamas and Multnomah Counties was completed by the contractor, Logan, Taylor & Co., on November 10, 1955 and was formally accepted by the Highway Commission on March 1,1955.

Final payment in the amount of $7,370.88 will be released to the contractor on or after May 12, 1956. The total contract amount is $362,865.55, of which amount $966.61 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

F 304(2)

RECEIVED
MAR 1 - 1956
FOR FILING

FORM S-30X—50,000—10-54—78484
F - 304(2)
4/450

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 29th, 1956

SUBJECT: Clackamas River Overcrossing Section

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

Referring to the matter of the necessity of change of design to provide for additional base depths on the Clackamas River Overcrossing Section, I wish to advise that the plan recently submitted by A. E. Johnson is acceptable. This plan calls for additional crushed rock and will increase the cost of the project approximately $2,650.00.

In order to formalize this, I am having a new base design prepared which will come through channels. The purpose of this letter is to give you advance information.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

F-3041-1

RECEIVED
MAR 1 - 1956
FOR FILING

FORM E-30X—80,000—10-54—78434
F-3041(2)
4450

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 29th, 1956

SUBJECT: Clackamas River Overcrossing Section

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

Referring to the matter of the necessity of change of design to provide for additional base depths on the Clackamas River Overcrossing Section, I wish to advise that the plan recently submitted by A. E. Johnson is acceptable. This plan calls for additional crushed rock and will increase the cost of the project approximately $2,650.00.

In order to formalize this, I am having a new base design prepared which will come through channels. The purpose of this letter is to give you advance information.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
FEB 1956
OFFICE OF
STATE HIGHWAY ENGINEER

F. 304(2)

RECEIVED
FEB 27 1956
FOR FILING
F - 304 (2)
4450

February 24, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Logan, Taylor & Co. on contract No. 4450, covering Flavel Street-Clackamas Overcrossing Section of the Cascade Highway in Clackamas and Multnomah Counties. This payment, in the amount of $5,926.11, will be released to the contractor on or after March 5, 1956. The retained percentage is $10,994.68.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

F. 304(2)

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 14, 1956

Section Flavel St.-Clackamas Overcrossing

Highway Cascade

Contractor Logan, Taylor & Co.

Date of contract May 27, 1955

Date work started April 28, 1955

Project authorization $435,075.75

Exclusive of Engineering $404,137.03

Kind of work Grading & Paving

Section prefix 103-1053

Contract number 4450

Date of completion October 15, 1955

Estimated date of completion November 10, 1955

Per cent of time elapsed 118.32

Estimated cost of completed project, exclusive of engineering $380,460.30

Estimated per cent overrun or underrun 5.2

Per cent of contract completed, based on total contract price 93.88

Engineering authorization $30,938.72

Engineering cost to date $32,000.00, 103.43 %

Date project was completed November 10, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractor instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted to Division office Tuesday February 14, 1956.

NOTED
W. C. WILLIAMS

NOTED
L. H. Young

NOTED
FORREST COOPER

NOTED
W. T. WRIGHT

RECEIVED
FEB 16 1956
OFFICE OF CONSTR.

Signed Milton J. Merrin, Jr. by Lloyd D.

Address P.O.Box 4699, Portland 2, Oregon.

Mail original copy to [illegible] and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

NOTED
C. E. PAULSEN

State Printing 30M

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVI
Miles in project	3.02	2.74			2.
Miles partially completed	3.02	2.74			2.7
Miles completed	3.02	2.74			2.7
Total estimated quantities (contract)	83,900 C.Y.	44,500 C.Y.			20,300
Total quantities corrected to date	79,274 C.Y.	46,268 C.Y.			18,110
Estimated quantities moved or placed to date	79,274 C.Y.	46,268 C.Y.			18,110
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JAN 6 1956
FOR FILING

F 304 (2)
445

January 4, 1956

Logan, Taylor & Co.
7900 Killingsworth Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from October 15 to November 15, 1955 within which to complete your contract No. 4450, covering the Flavel Street-Clackamas Overcrossing on the Cascade Highway in Clackamas and Multnomah Counties.

We are pleased to inform you that the Highway Commission granted your request to November 10, 1955, the actual completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Milton Merrin,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
DEC 27 1955
FOR FILING

F-304(a)
24-30

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22nd, 1955

SUBJECT: Flavel St.-S.P. Overcrossing

To: Mr. F. B. Crandall
Traffic Division
O f f i c e

NOTED
W. C. WILLIAMS

This is written as a memo to Mr. Williams' instructions re investigation of footpaths on the Flavel St.-S.P. Overcrossing Section of the Cascade Highway in Clackamas County.

I suggest that you and I go down there, preferably in the week between Christmas and New Year's, and give it the once-over in the field along with Al Skelton. I have to see Skelton on some other matters and could incorporate this with them it if meets with your approval.

Will you please advise.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
DEC 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1955
FOR FILING

F-304 (2)
445

December 16, 1955

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Logan, Taylor & Co. a portion of the funds heretofore retained by the Commission on contract No. 4450, covering the Flavel Street-Clackamas Overcrossing Section of the Cascade Highway in Clackamas and Multnomah Counties.

This payment, in the amount of $20,911.35, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $10,611.40. The present payment will be released on or after December 27, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 3 1955
FOR FILING

F-304 (7)
44 50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. S. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 13, 1955

IN REPLY PLEASE REFER TO

Mr. Charles E. Langley, Secretary
Kendall Community Club
8626 S. E. Garden Lane
Portland 66, Oregon

Dear Mr. Langley:

This will acknowledge your letter of November 30, 1955 just received, relative to the construction of sidewalks along 82nd Avenue for the benefit and safety of pedestrians, particularly school children who are obliged to walk along this highway in going to and from school, church services, and other functions of everyday life.

I will bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer. You will be informed when action has been taken on it.

Respectfully yours,

H. B. Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: Commissioners
R. H. Baldock

Kendall Community Club

8101 S. E. Cornwell Street
Portland 66, Oregon

Portland, Oregon
Nov.30, 1955

To:
State Highway Commission
Salem, Oregon.

Copy to:
R.H.Baldock
Salem,Oregon.

From:
Kendall Community Club
8101 S.E.Cornwell St.
Portland-66-Oregon.

Dear sirs,

A Citizens Committe for 82nd. Ave. Sidewalks--- Composed of seven loca organizations and Kendall Community Club as one of them undertook a survey t determine the desires of the property owners and to what lengths they would to secure these sidewalks for the safety of pedestrians, especially the youn ters who must use this very busy thoroughfare in going to and from school, church services, and other functions of the every day life.

This survey began at Glencoe Road on the south and extended to Flavel on the north. Contacts with property owners shows 79% in favor of sidewalks against and 17% indifferent. Of those interested 76% were willing to deed th feet of their property in exchange for sidewalks. Twenty four percent were w ing to sell to the state three feet of their property for sidewalk purposes very small percentage of property owners could not be reached for various re ons.

Again as a safety measure this group is ready to extend itself to obta relief from the hazardous condition as now existing in this 82nd. Ave. area.

Respectfully yours,

Chas. E. Langley

Chas.E.Langley
Sec. Kendall Community Club
8626 S.E.Garden Lane
Portland-66-Oregon

RECEIVED
DEC 12 1955
OREGON
STATE HIGHWAY COMMISSION

cc: [illegible]
D. D. Rohrbough

RECEIVED
DEC 6 - 1955
FOR FILING

F-3n4 (2)
4450

December 5, 1955

Request for extension of time
No. 21
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Logan, Taylor and Company for an extension of time on the Floral St.-Clackamas Overcrossing project on the Cascade Highway, Contract No. 4450, from October 15, 1955 to November 15, 1955.

Award of this contract was delayed due to a delay in right-of-way acquisition, and, after the contract was awarded, there was still a further delay caused by the slowness of the utility companies in moving their service lines.

The contractor worked very diligently on this project and actually completed it on November 10. I recommend that the extension be granted to and including that date without penalty. Mr. C. G. Polk, of the Bureau of Public Roads, concurs in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Attachment

cc Mr. Forrest Cooper

D. D. Rohrbough

RECEIVED
NOV 15 1955
FOR FILING

F-304 (9)

4-4-50

6175

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1955

SUBJECT: Flavel St.-Clackamas O'Xing Section
Re: Assignment No. 6175

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

Our Resident Engineer Milton Merrin met with Mr. Elliott November 4. He determined that the water condition referred to by Mr. Elliott in his post card is a ponding caused by the curb being higher than Mr. Elliott's land immediately in back of the curb.

As a remedial measure, it is recommended that Mr. Elliott build a catch basin on his property to collect this water and that he be permitted to drain this catch basin into our storm sewer facilities.

Mr. Skelton advises that District Maintenance Superintendent Rohrbough is going to call on Mr. Elliott and make some such arrangement as noted above.

Copies of Skelton's and Merrin's letters concerning this matter are attached.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:dt

Encls.

RECEIVED
NOV 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Encl.
cc: Milton J. Merrin
D. D. Rohrbough

FORM E-90X—80,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 14th, 1955

SUBJECT:

To: Mr. Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

Dear Sir:

Under date of November 1st you wrote forwarding copy of a card from Mr. C. A. Elliott of 9691 S. E. 82nd Avenue. Mr. Elliott advised that he had a drainage problem on his service station property, which is on the west side of 82nd Avenue, and is within the limits of the Flavel Street-Clackamas Overcrossing Project on the Cascade Secondary Highway. You asked that the resident engineer in charge check with Mr. Elliott on this matter, and advise your office of necessary remedial matters.

I am enclosing herewith copy of Milton J. Merrin's report of November 4th, 1955 on this matter. You will note from this report that part of the service station property is lower than our new curb line on 82nd Avenue in front of his place. This permits water to stand between his pump island and the curb during heavy rain. The remedial measures necessary as mentioned by Merrin, would be the draining of this low area into our catch basin, which would handle the situation properly. I can see no objection that we would have to permitting Mr. Elliott to drain this area into our catch basin, and this appears to be the simplest way of handling the problem. The only other method would be for him to raise the grade of his yard to our grade, so that drainage would run from his property on to the highway.

I do not believe that this is a responsibility of the state, and I am having district maintenance superintendent, Darel Rohrbough, check with Mr. Elliott on this matter to see if a satisfactory permission can be reached, as mentioned above.

Yours very truly,

A. G. SKELTON
Division Engineer

RECEIVED
NOV 15 1955
OFFICE OF
CONSTRUCTION EN

AGS:w
Encl.
cc: Milton J. Merrin
D. D. Rohrbough

Date: Oct

Descript
C. A. I
re dra

Ack

PLEASE RETURN TO
W. C. WILLIAMS

Remarks:

PLEASE RE
W. C. WILLIAM

Executed 11-15-55 Report Received

Gentlemen:-

Since the curb
was constructed in
front of my service
station, water gues
up behind it and
it remains until
it evaporates.
I am writing
to request that
an inlet be
placed in the
catch basin
on the corner
of Elliott
and Lee
Streets.

W. C. WILLIAM

NT

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lliot, the w
. Young in
d

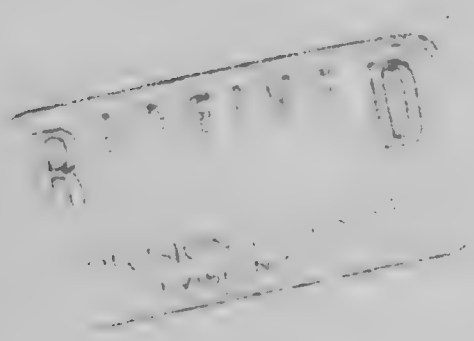
By Mr. Elliot's location in
newly constructed curb on
driveway area has a great effect
gutter flow in front of his
station toward the driveway. This
ion between our curb and Mr. Elliot's
Elliott a substantial amount of
rainfall. At present Mr. Elliot
ion.

the gutter by the curb
possible pumps. I would recommend
that as a permit basis to construct a
could be placed into the catch basin.
Our drainage system in that area is more than ample to accommodate
the relatively small amount of runoff from Mr. Elliot's driveway
area.

Very truly yours,

Milton J. Merrin Jr.

Milton J. Merrin Jr.
Resident Engineer



Date: October 31, 1955

ASSIGNMENT

No. 6175 By Irvin

Description: Postal card of October 29 from C. A. Elliott, 9691 S.E. 82nd Ave., Portland re drainage in front of his service station

Acknowledged by____ Referred to COOPER

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.____
__Contact correspondent and report

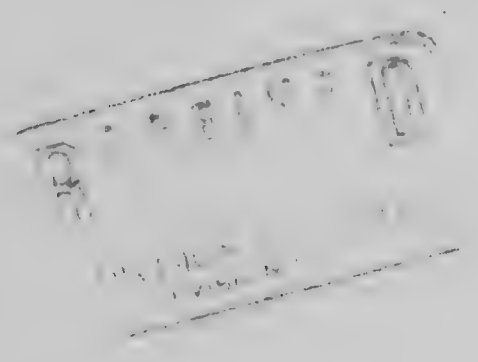
Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 11-15-55 Report Received

[illegible]

[illegible] that the State [illegible] drain on his property [illegible] the entrance [illegible] in that area it runs [illegible] to the [illegible] area.



Very truly yours,

Milton J. Morris Jr.

Milton J. Morris Jr.
Resident Engineer

OREGON STATE HIGHWAY DEPARTMENT

[illegible]
November 4, 1955

[illegible]

To

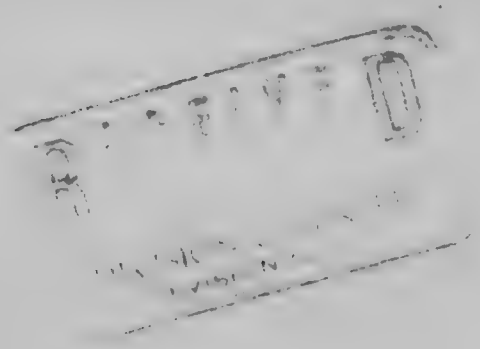
Mr. A.O. Skelton
[illegible]
[illegible]

Dear Mr:

[illegible] today I met with Mr. C.A. Elliot, the writer of the attached card and referred to by Mr. I.F. Young in his attached letter to you of November 1, 1955.

The water condition referred to by Mr. Elliot is located in his [illegible] station and back of the newly constructed curb on Main Avenue. The service station driveway area has a grade which [illegible] out to three feet above the paved [illegible] grade in front of his place [illegible] his driveway area [illegible] slopes toward the highway. This results in the formation of a [illegible] between our curb and Mr. Elliot's service station building which accounts a substantial amount of water during periods when it is raining. At present Mr. Elliot [illegible] a number of [illegible] pad of [illegible] gravel.

[illegible] is a small [illegible] in the gutter by the curb directly in front of Mr. [illegible]'s gasoline pumps. I would recommend that the State allow Mr. [illegible] on a permit basis to construct a drain in his property which could be piped into the catch basin. Our drainage system in that area is more than ample to accommodate the relatively small amount of runoff from Mr. Elliot's driveway area.



Very truly yours,

Milton J. Merrin Jr.

Milton J. Merrin Jr.
Resident Engineer

RECEIVED
NOV 15 1955
FOR FILING

F. 3x4 (2)
4450

November 15, 1955

Mr. G. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Flavel Street-Clackamas Overcrossing, Contract No. 4450, Oregon F-304 (2), from October 15, 1955 to November 10, 1955.

The award of this contract was delayed a certain amount of time due to the delay of the right of way acquisition, and after the contract was awarded there was still a further delay caused by the slowness of the utility companies in moving their service lines.

The contractor worked very diligently on this project, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: Forrest Cooper

RECEIVED
NOV 15 1955
FOR FILING

F-304(2)
4450

November 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 10, 1955, on Contract No. 4450, Flavel Street-Clackamas Overcrossing Section, in Clackamas and Multnomah Counties, in connection with Federal Aid Project No. F-304(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

cc: John Cottrell

RECEIVED
NOV 2 1955
FOR FILING

F-304(2)

4450

November 2, 1955

Mr. Chas. E. Langley, Secretary
Kendall Community Club
8101 S. E. Cornwell Street
Portland 66, Oregon

6187

Dear Sir:

Your letter of October 10, regarding our construction at the intersection of S. E. 82nd Avenue, King Road and Price Fuller Road, has been received and investigated.

This intersection was investigated in February and March, 1954, at which time there was some correspondence on the matter with F. C. Baker of the Baker-Barkon Company. This was in connection with the location and plans of the new fire station and the traffic pattern after construction of this station. The present intersection is the same as that proposed at that time.

Since receipt of your letter, Mr. Milton Merrin, Jr., Resident Engineer on the project, has discussed this matter with you. It has also been reviewed by our Traffic Engineering Division, and it is our opinion that the present intersection is far safer than the three-road intersection would have been. There are 12 points of traffic conflict under the present plan, where in the three-road intersection there would have been 20 points of conflict.

Under the present plan, traffic from the Price Fuller Road wishing to go west on King Road makes a direct connection to King Road and does not conflict with 82nd Avenue traffic. That traffic from Price Fuller Road wishing to enter 82nd Avenue northbound, does so now at a right angle entrance, which, experience has shown, is much safer than on a flat angle intersection. Traffic from the Price Fuller Road wishing to go southbound on 82nd Avenue now merges with a minor traffic flow on King Road and into 82nd Avenue where they can merge with the traffic in the outer lane of this highway.

If a three-road intersection had been constructed, Price Fuller Road would enter 82nd Avenue at a very flat angle and within 100 feet of King Road. Under this plan, traffic from Price Fuller Road, wishing to go west on King Road would be required to enter 82nd Avenue and either drive illegally against the fast and heavy 82nd Avenue traffic to King Road and then left turn into King Road or they would have had to cross two traffic

lanes on 82nd Avenue and merge with the northbound traffic and left turn into King Road, again crossing the two southbound lanes of 82nd Avenue.

Also, under this plan, traffic from Price Fuller Road wishing to go north on 82nd Avenue would enter at an extremely flat angle, requiring them to travel an extended distance while crossing the two southbound lanes of 82nd Avenue.

It is our considered opinion that the intersection as constructed is much safer than the three-way intersection proposed.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper

DJB:dt lg

lanes on 82nd Avenue and merge with the northbound traffic and left turn into King Road, again crossing the two southbound lanes of 82nd Avenue.

Also, under this plan, traffic from Price Fuller Road wishing to go north on 82nd Avenue would enter at an extremely flat angle, requiring them to travel an extended distance while crossing the two southbound lanes of 82nd Avenue.

It is our considered opinion that the intersection as constructed is much safer than the three-way intersection proposed.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper

DJB:dt lg

FORM E30—60M—2-55—62965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1955

SUBJECT: Your Assignment No. 6137

To: Mr. W. C. Williams
Deputy State Highway Engineer

O F F I C E

Herewith rough draft of a letter for the Kendall Community Club in answer to their objections to our constructed intersection on S. E. 82nd Avenue, with King Road and Price Fuller Road.

Also attached is a copy of an excellent report from Mr. Merrin, Resident Engineer, and the recommendations of Division Engineer Skelton.

Mr. Skelton believes that sufficient warning is given by the sirens on the fire equipment; however, I think Mr. Merrin's solution is a little better--to have a red light actuated from the fire station.

I do not agree WCM

L. H. Young
Assistant Construction Engineer

LHY:dt

Encls.

RECEIVED
OCT 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X—37,500—8-55—62907

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 27th, 1955

SUBJECT:

To:

Mr. L. H. Young
Ass't. Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Under date of October 13th you wrote forwarding copy of a letter from Charles E. Langley, Secretary of the Kendall Community Club, in which he objected to our connecting the Price-Fuller Road to King Road, which then comes on to 82nd Avenue, on the S.E. Flavel Street-Clackamas Overcrossing Project. You asked that this matter be investigated, and that we submit a report.

I am enclosing herewith copy of a report dated October 25th from Milton J. Merrin on this entire matter. I believe he has covered it in an excellent manner, andwith one exception, I agree with him fully. I do not believe that a stop light should be necessary at the intersection of Price-Fuller Road and King Road for use of the Fire Station. Fire equipment is always equipped with sirens, and definitely have the right of way in an emergency. It would seem that the siren warning, together with reasonable attention to traffic should eliminate any particular hazard.

I do not recall any plans or blue prints which deviate from the way this intersection was constructed. The original intersection of Price-Fuller Road, King Road and 82nd Avenue at common point, is definitely hazardous, particularly for four lane traffic. I believe the way this was reconstructed has served to make this a much safer intersection, and I can see no reason why there should be any desire to change it.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Milton J. Merrin

RECEIVED
OCT 27 1955
OFFICE OF
CONSTRUCTION ENGINEER

FORM 830—50M—10-54—78485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 25, 1955

SUBJECT:

To:

Mr. A.G. Skelton
Division Engineer
Office

Dear Sir:

I have recently talked to Mr. Chas. E. Langley, Secretary for Kendall Community Club and the writer of the attached letter to the State Highway Commission.

In the conversation, Mr. Langley made clear that the Kendall Community Club is not protesting the driveway entrance we have constructed to provide access from the fire station to Price-Fuller Road. Rather, the group is protesting our design and construction of the Price-Fuller Road and King Road intersection. They feel that the old three road intersection of Price-Fuller Road, King Road and 82nd Avenue was far superior from a traffic safety standpoint than the newly constructed two road intersection at King Road and 82nd Avenue. Their reasoning is based on the fact that any traffic which wishes to use Price-Fuller Road has to intersect and/or cross the traffic on King Road as well as contending with the traffic on 82nd Avenue. They are particularly concerned about their fire emergency vehicles having to negotiate the cross traffic quickly enough in times of emergencies.

I do not agree with Mr. Langley's contention that the new intersection is the traffic hazard he portrays. We have eliminated a three-road intersection at 82nd Avenue, the most heavily traveled of the three thoroughfares, and replaced it with a right angled two road grade intersection with the resultant elimination of many confusing cross movements of traffic on 82nd Avenue. I might point out, however, that the movement of fire vehicles to 82nd Avenue may be slowed down by the traffic moving on King Road which the emergency

vehicles would have to contend with at the intersection of King Road and Price-Fuller Road. To eliminate such a possibility, I would recommend that this situation be studied by the traffic department with the suggestion that it might be feasible to consider the installation of a traffic control light at the intersection of Price-Fuller Road and King Road; this light to be operated from the fire station for traffic control in times of emergencies.

Very truly yours,

Milton J. Merrin, Jr.

Milton J. Merrin Jr.
Resident Engineer

Kendall Community Club

8101 S. E. Cornw
Portland 66,

To:
State Highway Commision
Salem, Oregon.

From:
Kendall Community Club
810[illegible] S.E.Cornwell St.
Portland 66, Oregon.

Dear Sir(s),

The Kendall Commun
Price Fuller Road at the 82n
It was hoped when the fire
Price Fuller Road would be i
The present existing condi
a deplorable traffic hazard
As the completed road now
that were presented to the K
Movement of fire emergengy
the preservation of life and
movement of such vehicles wo
Considering the now existi
served better. It is our hop

(Attention Mr.R.H.Baldock.)

Chas.E.Langley
8626 S.E.Garden Lane
Portland 66, Oregon

W Illiams
By State Highway Engineer

Please prepare answer

PLEASE RETURN TO
W. C. WILLIAMS

Remarks:

Executed 11-1-55 Report Received

Acknowledged by ____ Referred to Cooper

Investigate and report with recommendation
Such action as necessary and report
Comment or recommendation
XX Return with rough draft of reply
Prepare reply for signature of Mr. ____
Contact correspondent and report

ASSIGNMENT

Date: October 12, 1955 No. 6137 By [illegible]

Description: Letter of October 10 by Mr. Chas. E. Langley, Sec., Kendall Community Club, Portland, protesting completed entrance to Price Fuller Road at 82nd Ave. and King Road.

Kendall Community Club

8101 S. E. Cornwell Street
Portland 66, Oregon

Portland, Oregon.
October 10, 1955

To:
State Highway Commision
Salem, Oregon.

From:
Kendall Community Club
810[illegible] S.E.Cornwell St.
Portland 66, Oregon.

Dear Sir(s),

The Kendall Commun
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(Attention Mr.R.H.Baldock.)

Chas.E.Langley
8626 S.E.Garden Lane
Portland 66, Oregon

Williamer
By State Highway Engineer

Please prepare answer

Kendall Community Club

8101 S. E. Cornwell Street
Portland 66, Oregon

Portland, Oregon.
October 10,1955

To:
State Highway Commision
Salem, Oregon.

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

From:
Kendall Community Club
8101 S.E.Cornwell St.
Portland 66, Oregon.

Dear Sir(s),

The Kendall Community Club protests the completed entrance to the Price Fuller Road at the 82nd Ave. and King Road point.

It was hoped when the fire station, recently built and completed, access to Price Fuller Road would be improved.

The present existing condition makes accessability bad and has also created a deplorable traffic hazard in general

As the completed road now stands it is in no manner like the blue prints that were presented to the Kendall Community Club members.

Movement of fire emergengy vehicles must necessarily be done quickley in the preservation of life and property. Had the blue print plan been followed movement of such vehicles would be expedited.

Considering the now existing road entrance the orignal entrance would have served better. It is our hope this condition is remedied at an early date.

Respectfully yours,
Chas. E. Langley
Chas.E.Langley
Sec. Kendall Community Club.

(Attention Mr.R.H.Baldock.)

NOTED
L. H. Young

Chas.E.Langley
8626 S.E.Garden Lane
Portland 66, Oregon

W. C. Williams
By State Highway Engineer

Please prepare answer

BAKER LIGHTING COMPANY

MYKROM COMPANY

RECEIVED
MAR 3 1954
FOR FILING

March 2, 1954

Mr. F. C. Baker
Baker-Barton Company
1335 S. W. Morrison Street
Portland 5, Oregon

Dear Sir:

I have discussed with Mr. Crandall, Traffic Engineer, your letter to him dated February 4 having reference to the projected fire station in the vicinity of S. E. 82nd Avenue and King Road.

The location as indicated on your sketch would require the routing of fire trucks through the intersection of 82nd Avenue, King Road, and Harmony Point Road, which would make a bad traffic situation. Further, you suggest that traffic signals be installed. It has been the practice to install signals only where traffic conditions meet acceptable minimum national warrants, and this intersection is well down on the priority listing.

In planning the new fire station, it would appear that you should give consideration to a location that would not increase present traffic hazards. In this particular instance, if direct access were made to King Road rather than to Harmony Point Road, the problem could be resolved much more easily.

I would appreciate your further study of this matter to the end that fire trucks would not enter 82nd Street from Harmony Point Road, making the connection to King Road in lieu thereof.

I will be pleased to hear from you further in this regard.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

WCW:me fp

BAKER LIGHTING COMPANY

MYKROM COMPANY

BAKER-BARKON COMPANY
1335 W. W. Morrison Street
Portland 5, Oregon

February 4th, 1954

Mr. Bruce Crandall
Traffic Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

I am enclosing a rough sketch showing the road intersection near the property on which the Milwaukie Rural Fire District No. 56 now intends to build a Fire Station. This particular location has been approved by the Rating Bureau and fire protection authorities. The property was purchased about a year ago and we are now drawing the plans for the erection of a station at this point.

There now appears to be some problem as to the movement of our trucks out to 82nd Street and down King Road. Trucks moving out on Harmony Road, unless some provision is made to stop traffic at the intersection, would drive head on into South bound traffic on 82nd Street. It is the writer's opinion that a stop light should be provided at the intersection to hold traffic when fire trucks are moving out to 82nd Street. When trucks are called to move to the West, then it might be necessary for the State to buy a piece of the corner lot at the intersection of King Road and Harmony Road.

I understand that plans are now being prepared to improve 82nd Street.

Will you please advise whom we should contact in order to straighten out the problem referred to.

Very truly yours,

F. C. BAKER

FCB:B
Enc.
Copy made 2/23/54:jm

COPY

RECEIVED
JUL 16 1979
CLACKAMAS COUNTY
SURVEYOR'S OFFICE

N

E

S

W

82ND ST.

KING ROAD

HARMONY POINT RD.

STATION.

MILWAUKIE RURAL FIRE DISTRICT 56

RECEIVED
OCT 6 1955
FOR FILING

FORM E-20X 37½ 3-55 79730
F-3047(2)
4450

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5th, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. A. G. Skelton
Division Engineer

At the Highway Commission meeting September 22nd-23rd, 1955 approval was granted for a survey for the extension of 82nd Avenue northerly from Killingsworth to the airport. In discussing this matter with you by phone you informed me the County had taken this project on and was completing the survey. I also got the impression from you that it was their intention to build it.

If such is the case, please keep us informed as to progress so that the matter will not be buried.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED

RECEIVED
SEP 20 1955
FOR FILING

File
445

Salem, Oregon
September 19, 1955

Mr. I. A. De France

Under date of September 1, you inquired as to our liability for the future maintenance for one 15-foot treated bridge with an 18-foot roadway, constructed by state forces on Contract No. 4450, to serve the property of Nick and Mary Bareni on the Flavel Street-Clackamas Overcrossing Section of the Cascade Highway.

Investigation reveals that we are stuck with the future maintenance of this structure.

W. W. Stiffler

WWS:er

FORM E-20 25M 9-51 52318

OREGON STATE

INTER-D

REFERRED TO
W. W. STIRLER

W.C. Williams
Do You Concur?
Can't do anything else now. R.O.W Dept should be more careful but as this is on our R.O.W and the approach granted in R.O.W negotiations I think we are obligated to maintain. WCW.

To: Mr. W. W. Stir
Ass't. Highway
O F F I C E

You have referred to me a
1, 1955, inquiring as to th
being built across a drainage
luded in the above settlement
with access to their property.
and at the time the settlement wa
the Right of Way Department was not
top and 6 feet wide on the bottom wa
Baroni property. At the time the sett
that the ditch would be no larger than t
to the property which could have been handled with 36 inch pipe.

...nc-
...he Baroni's
... were started
... Legal Department,
...itch 22 feet wide on
...along the front of the
... was made, it was assumed
... ditch previously adjacent

I have been told by the Legal Department that due to the fact that it was necessary to construct a structure rather hurriedly in order to remove the b ildings on the property, there was not sufficient time to construct a concrete structure across the drainage ditch and a work order was prepared to construct a wooden bridge by state forces. I believe the work order originated in the Construction Department. Inasmuch as this structure is located on the right of way purchased by the state and is necessary for access to the remaining Baroni property, I can see no way in which the state could be relieved of maintenance on the structure.

E. F. CHIDSEY
Ass't. Right of Way Engineer

EFC/fn

cc: Mr. Forrest Cooper
Mr. C. W. Enfield

NOTED
W. W. STIRLER

RECEIVED
SEP 13 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 8-51 62316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1955

NOTED
W. C. WILLIAMS

SUBJECT: File 22682 - Baroni
L-2378
S. E. Flavel St.-S.P. Co. Overcrossing
Cascade Highway
Clackamas County

To: Mr. W. W. Stiffler
Ass't. Highway Engineer
O F F I C E

You have referred to me a letter from Mr. DeFrance dated September 1, 1955, inquiring as to the obligation of maintenance of a bridge being built across a drainage ditch on the Baroni property. Included in the above settlement is an obligation to furnish the Baroni's with access to their property. At the time negotiations were started and at the time the settlement was turned over to the Legal Department, the Right of Way Department was not aware that a ditch 22 feet wide on top and 6 feet wide on the bottom was planned along the front of the Baroni property. At the time the settlement was made, it was assumed that the ditch would be no larger than the ditch previously adjacent to the property which could have been handled with 36 inch pipe.

I have been told by the Legal Department that due to the fact that it was necessary to construct a structure rather hurriedly in order to remove the buildings on the property, there was not sufficient time to construct a concrete structure across the drainage ditch and a work order was prepared to construct a wooden bridge by state forces. I believe the work order originated in the Construction Department. Inasmuch as this structure is located on the right of way purchased by the state and is necessary for access to the remaining Baroni property, I can see no way in which the state could be relieved of maintenance on the structure.

E. F. CHIDSEY
Ass't. Right of Way Engineer

EFC/fn

cc: Mr. Forrest Cooper
Mr. C. W. Enfield

NOTED
W. W. STIFFLER

RECEIVED
SEP 13 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 25M 9-51 52215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1955

NOTED
W. C. WILLIAMS

SUBJECT: File 22682 - Baroni
L-2378
S. E. Flavel St.-S.P. Co. Overcrossing
Cascade Highway
Clackamas County

To: Mr. W. W. Stiffler
Ass't. Highway Engineer
O F F I C E

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I have been told by the Legal Department that due to the fact that it was necessary to construct a structure rather hurriedly in order to remove the buildings on the property, there was not sufficient time to construct a concrete structure across the drainage ditch and a work order was prepared to construct a wooden bridge by state forces. I believe the work order originated in the Construction Department. Inasmuch as this structure is located on the right of way purchased by the state and is necessary for access to the remaining Baroni property, I can see no way in which the state could be relieved of maintenance on the structure.

E. F. CHIDSEY
Ass't. Right of Way Engineer

EFC/fn

cc: Mr. Forrest Cooper
Mr. C. W. Enfield

NOTED
W. W. STIFFLER

RECEIVED
SEP 13 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E20—50M—4-54—74366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1955

RECEIVED
LEGAL DEPT.

SUBJECT: State Force Work Order-
Construct Timber Bridge-
Nick & Mary Baroni property-
Cascade Highway

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
S a l e m

Dear Sir:

Reference is made to State Force Work Order 103-1053-261, dated August 12, 1955 - Contract No. 4450 - F. A. Project No. F.-304 (2) to construct 1-18' wide Treated Timber Bridge of 15' span on concrete mudsills over side ditch in front of Nick & Mary Baroni property on the Flavel St.-Clackamas Overcrossing section of the Cascade Highway, at estimated cost of $1500.

We note this bridge is to replace an existing structure over old ditch which structure is being destroyed as alignment of ditch is to be changed.

The Work Order and a brief inspection of the files fails to clarify responsibility for maintenance. Is the Highway Department to assume responsibility for the maintenance of this new structure? If so for how long? Possibly the construction of the new bridge to replace the existing bridge is the extent of our obligation, in as much as it was not our obligation to maintain the old bridge.

We would appreciate definite assurance that we are not responsible for the maintenance of this bridge. The cost to the State on an ad infinitum basis would be terrific and a responsibility that our Right of Way or Legal Department should not saddle upon the State lightly.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:bt
cc- W. C. Williams

NOTED
W. W. STIFFLER

RECEIVED
SEP 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1955
FOR FILING

F-304(2)

445

September 15, 1955

Mr. M. K. McIver
State Highway Commissioner
Commerce Building
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

In response to your communication of September 13, relative to the extension of 82nd Avenue from Killingsworth Street to the airport, you will recall that this request was made by the Port of Portland, through General Manager John J. Minn, on November 10, 1953. Please refer to this letter attached and to my report to you of December 3, 1953. Since that time you have authorized and we have under contract the extension of 82nd Avenue from Sandy to Killingsworth at an estimated cost of $105,000. It is expected that, weather permitting, the base will be completed by September 30.

Now, with reference to the extension of this four-lane highway from Killingsworth to the airport, would suggest that you authorize me to make an accurate survey and prepare an estimate of cost. While the County does not have the money to do it now, it is possible that there would be enough money in the next year's allocation, provided the Congress increases the federal-aid funds. I would suggest that you not make any commitments about who is to do the work until surveys have been made and the Congress has acted next spring on the road bill.

In the meantime, if you will bring it up at the Commission meeting and secure authority for me to make the survey, I will start the work as soon as possible so that when any money is available the project will be ready.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.
cc Mr. Reynolds
Mr. Williams
Mr. Glaisyer (with letter)

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

September 13, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sam:

Last Wednesday, before I left for the Western Association Meeting, I was called to a meeting of members of the Port of Portland Commission and the Commissioners of Multnomah County. Their problem is this.

The Dock Commission is in the process of spending $10½ million for the re-arrangement and improvement of our Portland Airport, which they claim will be done and ready for operation in 1957. By the law that created their Commission, they are entitled to build the roads that are needed within the property they own but they are prevented from building any connecting roads outside.

As they explained to us when we met with them, there is needed approximately one mile of road to extend from Northeast 82nd Avenue where it crossed Highway #30 to the Airport. This will involve an underpass or overpass of the railroad and then to cross the lowland into the Airport. The County Commissioners are hesitant to suggest this road as a secondary. First for the reason that it will, according to them, serve no people in the area. It will simply be a connecting road from the airport to 82nd Avenue. Their second reason is that they are over-committed on the money they now have.

As I see their problem, we are spending $10½ million to give Portland a first-class airport and according to their estimates it will produce traffic that will take 4 lanes from the Airport to downtown Portland. It would be well if this could be limited access for all of the way on 82nd Avenue east to the Airport with this much traffic to take care of. The question is whether the State or the County should take care of it, and I do not believe that the State can escape a major part if not all of it.

Would it be possible for you to look into the matter and have it on the Agenda for our consideration at the next meeting.

Yours very truly,

M. K. McIver

MKM:f

RECEIVED

THE PORT OF PORTLAND

Swan Island

Portland 18, Oregon

COPY

November 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Port of Portland is currently engaged in the development of a new terminal area at Portland International Airport.

Among the problems facing the Port in this development is that of highway access to downtown Portland.

You will note on the enclosed Preliminary Master Plan that the proposed access road to the terminal building approaches from N. E. 82nd Avenue. From this point on 82nd Avenue the shortest route to the city is south to Cully Road to N. E. 57th Avenue; thence to Sandy Boulevard; thence on Sandy to Burnside, to downtown Portland.

However, this route is not necessarily the quickest, since during shopping hours there is a traffic slow-up in the Hollywood district and, further, N. E. 57th Avenue is a very narrow street.

Other routes are, of course, available - such as via Interstate to Lombard; thence east to Cully Road. However, we feel that no existing route furnishes the rapid access necessary for a busy airport which is expected to enplane and deplane about 1,000,000 passengers per year by 1965. The attached exhibit A shows statistics and forecasts of business at Portland International Airport. These figures are from the report by Leigh Fisher & Associates, "A Terminal Building and Financial Analysis for Portland International Airport."

We therefore suggest that consideration be given to the improvement of N. E. 82nd Avenue from the Banfield express highway north to Killingsworth and the extension of 82nd Avenue from Killingsworth north to the airport access road shown on the Preliminary Master Plan.

It may be that the above route is the one that would best serve the airport. However, you have traffic studies, completed or pending, which may indicate a better route, in which event we would appreciate being informed of your thinking.

Our present planning calls for completion of the terminal building and supporting facilities by January 1, 1959.

Thank you very much for your co-operation in this matter.

Very truly yours,

THE PORT OF PORTLAND

(sgd) John J. Winn
General Manager

JJW/r

RECEIVED
SEP 2 - 1955
FOR FILING

F-304(2)
4450

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1955

SUBJECT: State Force Work Order-
Construct Timber Bridge-
Nick & Mary Baroni property-
Cascade Highway

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Salem

Dear Sir:

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We note this bridge is to replace an existing structure over old ditch which structure is being destroyed as alignment of ditch is to be changed.

The Work Order and a brief inspection of the files fails to clarify responsibility for maintenance. Is the Highway Department to assume responsibility for the maintenance of this new structure? If so for how long? Possibly the construction of the new bridge to replace the existing bridge is the extent of our obligation, in as much as it was not our obligation to maintain the old bridge.

We would appreciate definite assurance that we are not responsible for the maintenance of this bridge. The cost to the State on an ad infinitum basis would be terrific and a responsibility that our Right of Way or Legal Department should not saddle upon the State lightly.

Very truly yours,

I. A. Reference
Assistant Maintenance Engineer

IAD:bt
cc- W. C. Williams

RECEIVED
SEP 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

RECEIVED
AUG 31 1955
FOR FILING

FORM E-20X—67,500—8-55—62567

F 3(1)(2)
44-0

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 26th, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

This will acknowledge your letter of August 24th forwarding copy of a complaint from an unknown resident of Overland Street, which comes into the Cascade Highway (82nd Avenue) within the limits of the Flavel Street-Clackamas Overcrossing Project.

Milton J. Merrin, our resident engineer on this project, has checked this complaint on the ground and advises me that the difficulty is primarily due to the traveled portion of this street not being in the center of the right of way for the street. We have built our curb returns to fit the dedicated street, which is about all that can be done in these narrow dedications. We have had a number of complaints on similar situations in connection with this project, and find quite often that travel has been outside of the right of way of the street, or that traffic has been cutting corners across private property. I do not believe that anything other than this can be done in these cases, and traffic should experience no difficulty.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: Milton J. Merrin

REFERRED TO
Williams
By Ass't. Construction Engineer

NOTED
FOREST C

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AUG 24 1955
FOR FILING

file

C
O
P
Y

Oregon State Highway

If you do not correct the big error that was made in widening 82nd at Overland there is going to be just a lot of accidents at that point. The end of the curb was put right in the center of overland. That is darn unhandy for a right turn. You just see if I'm not right.

A residence of overland St.

Above received 8-24-55
Referred to Mr. Smith by WCW
with notation: "Unsigned
letter but should be looked
into." /s/ WCW

RECEIVED
AUG 24 1955
FOR FILING
F 2.4(a)
4450

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23rd, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. J. W. Cattrall
Engineer, County & City Relations

As a part of the improvement of 82nd Avenue (S. E. Flavel St.-S. P. Overcrossing Section) the Highway Department is improving the traffic pattern by connecting the Price Fuller County Road #368 northerly to King Road and then bringing it up an angle at 82nd Avenue in the interest of traffic safety. I am attaching a map which shows the general layout to which I refer.

The people who own the small triangular tract of land bounded by the Price Fuller County Road and 82nd Avenue have asked the Clackamas County Court to vacate the old Price Fuller Road from the point where our new location takes off northerly to 82nd Avenue. Their purpose is to acquire their half of the roadway which would give them an access to the back of their property from 82nd Avenue. This would partially defeat the purpose that we are trying to achieve by the improvement of the intersection. Therefore, it is requested that you contact the County Court and tell them of our objection and also determine if it is their intention to close a short section of road.

From the standpoint of handling traffic on 82nd Avenue it would be quite advantageous if an access was not constructed at that point. Therefore, will you please see what you can work out and let me know.

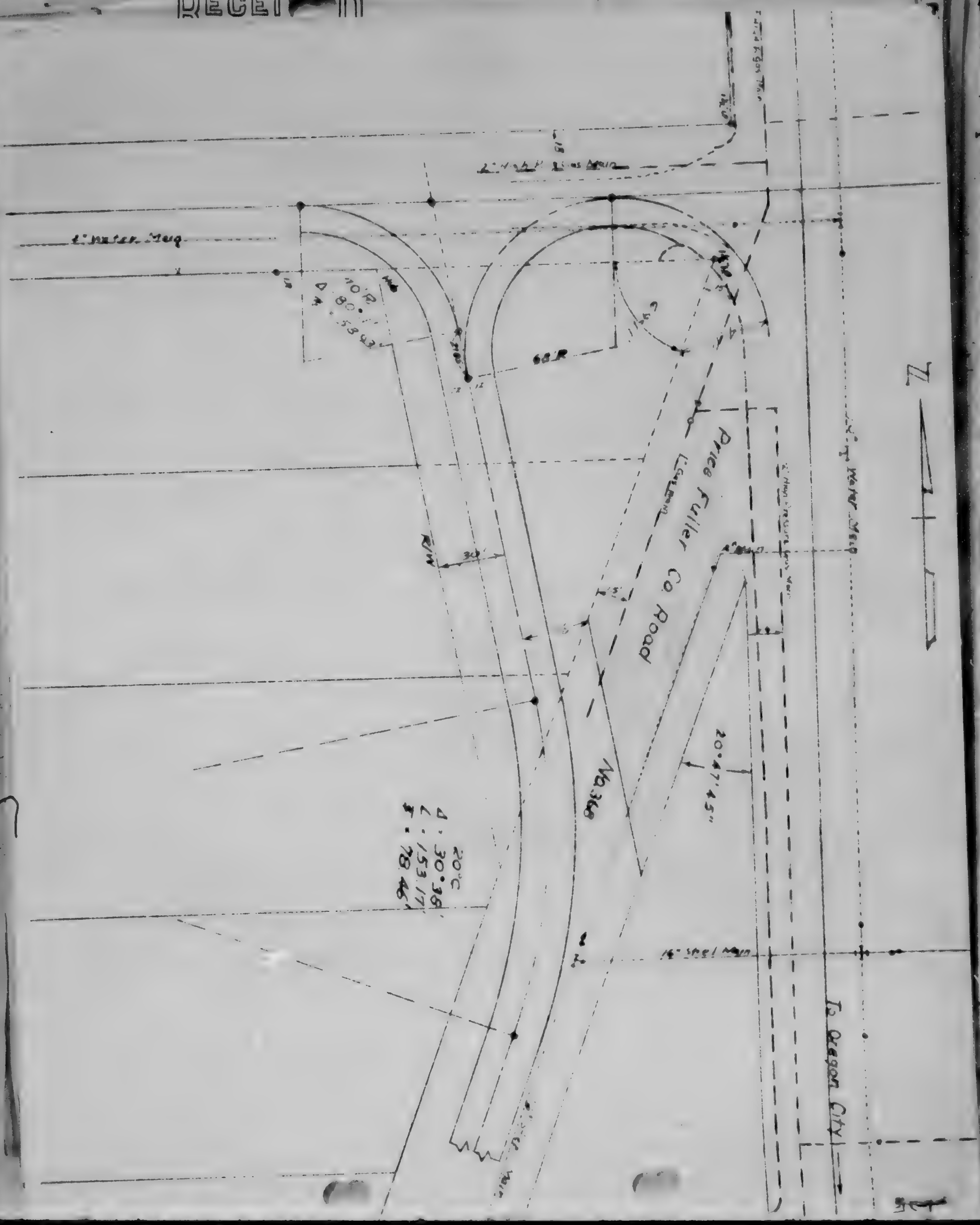
Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams

RECEIVED
AUG 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED


Linden Way
10° R.
80.53
Linden Way
Price Fuller Co Road
Meadow Lane
20°47'45"
169.36
20°C
Δ: 30°36'
L: 153.17
T: 78.46
To Oregon City

FORM E-123 80M REVISED 8-55

RECEIVED
AUG 17 1955
FOR FILING

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
SECRETARY

F
445

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Oregon State [illegible]

[illegible] W. C. WILLIAMS

[illegible]

Mr. Chas.
Public Uti
200 Public
Salem, Ore

Attention:

REFERRED TO
Smith
BY DEPUTY STATE HIGHWAY ENGINEER

Unsigned letter but should be looked into
WCW.

Dear Mr.

of the S
for auth
signals
section

The copies are for service upon Portland [illegible]
in the event you consider it necessary to serve two copies.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson
Mr. H. G. Smith
Mr. A. G. Skelton
Mr. C. W. Enfield

RECEIVED
AUG 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

FORM E-123 80M REVISED 2-55

RECEIVED
AUG 17 1955
FOR FILING

E-2011(2)

745

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Oregon State Highway

NOTED
W. C. WILLIAMS

the westbound traffic was made.

Mr. Chas.
Public Uti
200 Public
Salem, Ore

Attention:

Dear Mr.

of the S
for auth
signals
section

The copies are for service upon Portland
in the event you consider it necessary to serve two copies.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson
Mr. H. G. Smith
Mr. A. G. Skelton
Mr. C. W. Enfield

RECEIVED
AUG 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

FORM E-123 50M REVISED 2-55

RECEIVED
AUG 17 1955
FOR FILING

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

F 7411 (2)
4450

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

August 15, 1955

Mr. Chas. H. Heltzel
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon

Attn:

In re notice of
Application to Drill
Sir.

RECEIVED
AUG 24 1955
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
AUG 24 1955
OREGON
STATE HIGHWAY COMMISSION

1.

By

J. W. DeSOUZA
Assistant Counsel

RECEIVED
AUG 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

JWD:EN
ENCL.
cc: Mr. G. S. Paxson
Mr. H. G. Smith
Mr. A. G. Skelton
Mr. C. W. Enfield

NOTED
G. S. PAXSON

FORM E-123 50M REVISED 2-55

RECEIVED
AUG 17 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 15, 1955

Mr. Chas. H. Heltzel
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon

Attention: Mr. David Don

PUX 142 - Kendall Station
Traffic Signals-
Cascade Highway No. 160
Portland Traction Co.
Multnomah County

Dear Mr. Heltzel:

Herewith I hand you original and two copies of application of the State of Oregon, by and through its State Highway Commission, for authority to move and relocate the existing automatic electric signals and to improve the existing grade crossing at the intersection of S. E. 82nd Avenue and Cascade Highway No.160 near Portland.

The copies are for service upon Portland Traction Company in the event you consider it necessary to serve two copies.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:HN
ENCL.
cc: Mr. G. S. Paxson
Mr. H. G. Smith
Mr. A. G. Skelton
Mr. C. W. Enfield

RECEIVED
AUG 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Form 1-2

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to move and relocate existing automatic electric signals and improve the existing grade crossing, at the intersection of N. E. 82nd Avenue on Cascade Highway No.160 and the tracks of Portland Traction Company, known as the KENDALL STATION Clackamas project in the SE¼ of the SW¼ of Section 30 and in the SW¼ of the SW¼ of Section 21, Township 1 south, Range 2 east, W. M., Multnomah County, Oregon.

PETITION

No. _____

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of O.C., Title 31.

III

That the petitioner proposes the improvement and widening of the Flavel Street-Clackamas Overcrossing Section of Cascade Secondary Highway No. 160 and that, in connection therewith, it is necessary and desirable to change the location of the existing signals and to improve the existing grade crossing, at the intersection of the tracks of Portland Traction Company and the Cascade Secondary Highway, on N. E. 82nd Avenue near Portland, as shown by plans and specifications attached hereto, and made a part hereof.

IV

That the estimated average daily volume of traffic on the highway at the said crossing, based upon 1954 tabulations, is 13,500 vehicles, which traffic will be subject to normal annual increase, and that the average daily rail traffic at the said crossing is 50 train movements per day.

V

That the grade approaching the crossing from the north is a descending grade of 1.04% and that the grade approaching the crossing from the south is an ascending grade of 1.04%.

VI

That your petitioner proposes that the moving and maintenance of the said signals and the improvement and maintenance of the existing crossing be handled, and the cost thereof borne as follows:

[redacted]:

(a) Prepare plans and specifications and award a contract or contracts for the said Flavel Street-Clackamas Overcrossing project and supervise the work to be done.

(b) Reimburse Portland Traction Company for necessary expenses incurred in moving and reinstalling the existing signals, and for such watchman and flagman services as may be necessary to safeguard railroad operations during the construction of the project, which reimbursement shall be made in accordance with the accounting practices provided under the terms of General Administration Memorandum No. 27, issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the highway with its appurtenances and facilities, including the pavement between the rails of Portland Traction Company after completion of the project.

[redacted] PORTLAND TRACTION COMPANY:

(a) As a reimbursable item, move the existing signals to their proposed new locations, including all necessary wiring in connection therewith,

(b) At its own cost, raise the existing track to conform to the revised pavement grade of the highway, and, in connection therewith, install new preservative treated ties across the highway roadbed.

(c) At a reimbursable cost, furnish such watchmen and flagman services as may be necessary and required to safeguard railroad operations during construction.

(d) At its own cost, maintain the said crossing signals in their revised locations and maintain the railroad line with its appurtenances and facilities, specifically including the rails and ties across the highway roadbed, after construction.

That the proposed construction is in the SW¼ of the NE¼ of Section 20 and in the SW¼ of the SE¼ of Section 21, Township 1 South, Range 2 East, W. M., Multnomah County, Oregon.

WHEREFORE, petitioner prays for an order in accordance herewith and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this 19th day of August, 1955.

STATE OF OREGON, by and through the State Highway Commission

By _____
Assistant Attorney General and Chief Counsel for the State Highway Commission

By _____
Assistant Counsel for the State Highway Commission.

RECEIVED
AUG 10 1955
FOR FILING

F-304(2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

Referring to the matter of reimbursement to the Kendall Water & Improvement Co. for relocation of their mains and facilities on the S. E. Flavel St.-S. P. Overcrossing Section of the Cascade Highway, I wish to advise that in this particular case I do not believe that it will be necessary to ask the Legal Department to prepare a formal agreement as Skelton has handled the matter by securing their endorsement on a letter which he prepared, which, I believe, amply covers the matter.

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

Endorsed letter attached.

F.C.

RECEIVED

FORM E-187X 2M 9-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P.O. BOX 4699, PORTLAND 2, OREGON
PHONE: EM 2125

July 26, 1955

IN REPLY PLEASE
REFER TO FILE NO.

Kendall Water & Improvement Co.
c/o Elden W. Carter
Portland Trust Building
319 S. W. Washington Street
Portland 4, Oregon

Gentlemen:

Reference is made to the relocation of your water mains and facilities on the S.E. Flavel Street-Clackamas Overcrossing Section of the Cascade Highway. The matter of the state's participation in the relocation of these facilities has been taken up with both this office and Mr. W. C. Williams, Deputy State Highway Engineer, and the Highway Commission has authorized this participation. In accordance with this authorization the state will reimburse the district for the actual cost involved, but not to exceed $6,000.00. The state will not reimburse the company for the cost of materials, overhead, and engineering. This is predicated on your work not interfering with the operations of our contractor. The base rock has been placed over most of the area affected by your lines, and you have been advised that in your construction, care must be used to salvage and replace this surfacing material. You have also been advised that anf cuts must be properly backfilled and compacted, so as to leave the roadbed in suitable condition for the construction of our facilities.

If the above meets with your approval, it is requested that a suitable official of the Kendall Water District sign and return the enclosed copy of this letter.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Forrest Cooper
Milton J. Merrin

Approved: Kendall H. Hawkins
President, Kendall Water
& Improvement Co.

Elden W. Carter
Engineer

RECEIVED
JUL 20 1955
FOR FILING

FORM E-80X—50,000—10-5—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19th, 1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer

NOTED
W. C. WILLIAMS

The last letter I have on the matter of rebuilding the water mains for the Kendall Water District on the S. E. Flaval St.-S. P. O'Xing project is dated July 6th, in which I requested that you see the Kendall people to determine if a settlement and agreement could be reached.

Will you please bring me up to date as I believe we should cover items of this kind by formal agreement before any work is done.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
JUL 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 11 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6th, 1955

SUBJECT:

W. C. Williams

To: Mr. A. G. Skelton
Division Engineer

Referring to the matter of the relocation of the water mains of the Kendall Water District on the S. E. Flavel St.-S. P. O'Xing Section, Mr. Williams advises that he is willing to recommend that the State participate in the cost of relocating these facilities to an extent of $5,490 if the District will furnish all materials and do all other things to relocate and reconstruct these facilities. The $5,490 is their estimate of installation costs not including overhead, engineering etc. which the State should not bear.

Will you please discuss this with the Kendall people and see if the matter can be settled on that basis. If so, please immediately notify this office and a formal agreement will be drawn for signature of the officers of the District and the Highway Commission.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

FORM E30—50M—10 54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

The Kendall Water District have made us a proposition that they will furnish the materials for the relocation of their water mains on the S. E. Flavel St.-S. P. Overcrossing Section of the Cascade Highway if the State will pay the installation costs. The estimated cost of the installation not including materials is $5,490 to which they wish to add 10% for a total of $6,039.

It is my understanding that you have been discussing this matter with representatives of the company and have asked them to present some sort of a compromise scheme, which they have now done. I hand the matter to you for consideration and am attaching copies of correspondence from Skelton, Merrin and Elden W. Carter.

This approach to the matter of moving water mains is a new departure from anything we have done in the past. We did agree to pay the West Slope Water District an estimated amount for the rearrangement of their surface facilities, which they used as a partial offsetting item of the cost of reconstructing a line, but I know of no instance where we have agreed to pay the cost of installation per se.

As you are familiar with this matter, I hand it to you and request instructions.

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

RECEIVED
JUN 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90X—37,500—2-55—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 24th, 1955

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

You will remember that the last time I was in Salem, I discussed with you a letter from Elden W. Carter, who is engineer for the Kendall Water and Improvement Company, concerning the moving of the existing water mains of this company on the Flavel Street-Clackamas Overcrossing Section of the Cascade Highway. This company's lines are at the north end of this project, extending from Flavel Street south for about 3600 feet. This company advises, through Mr. Carter, to replace existing mains that would come under our new pavement, and which are in poor condition, with new mains which would be outside of the construction area. In Carter's letter, which I attach, he gives the estimated cost of the labor and equipment required for the installation of these new services, which is $5,490.00, or with 10% added for overhead, engineering and supervision, a total of $6,039.00. The company has made arrangements to finance the purchase of the necessary materials to make this change.

Mr. Williams called me some time ago, and advised me that representatives of this company had talked to him about this project, and had advised him of the condition of the Kendall Water and Improvement Company, which I understand is not financially able to finance this entire project, and had asked for whatever help we could give them in this matter. The existing lines of this company are in quite poor condition, and I believe if left in place, would cause considerable trouble to ourselves. The payment for the pipe and materials required, from what I understand, would be the ultimate expense that this company could bear.

I am also forwarding a copy of resident engineer Merrin's report to myself, dated June 7th on this matter, and I believe he states the general condition of the existing line, and recommends that if possible the installation of the new mains be made. I would concur in his recommendation.

As you know on this project, we have the Kendall Water and Improvement Company, which serves the north end of the project; the

Barwell Water District, which also serves the north end of the project, and the Clackamas Water District, which serves the portion of the project south of King Road. The Barwell District is now revising their water mains through the section they serve. Their old mains are in much better condition than the Kendall Improvement Company installation is, and their primary purpose in this revision is to improve their present system by putting in mains of sufficient size to take care of future requirements, and, of course, these new mains are being moved so that they would not interfere with our work. This work by the Kendall Improvement Company was in their future plans for expansion, and improvement, and our construction primarily meant that this future work was accelerated. We will pay this district for any moving of surface facilities that is required. The Clackamas Water District is not materially affected by our new improvement, and for their case we will also reimburse them for the cost of moving the surface facilities only.

Action should be taken on this matter at the earliest possible time to prevent serious delay to our contractor.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Milton J. Merrin

FORM 650—9-M—12-54—79481

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 7, 1955

SUBJECT:

To: Mr. A.G. Skelton
Division Engineer
Box 4699
Portland 2, Oregon

Dear Sir:

Mr. Alden E. Carter today presented me with a letter addressed to you in which he presents his estimated cost of labor and equipment for installing a new water system for the Kendall Water and Improvement Co. The new system is to replace the existing water system which is located on S.E. 82nd Ave. between S.E. Flavel St. and S.E. Clatsop St. and is under the area to be widened.

I am enclosing Mr. Carter's letter. I have examined and studied the contents of the letter and have also gone over in the field with Mr. Carter the changes which he proposes. At the present time the Kendall Water Co. has a 4" O.D. steel pipe and a 2" galvanized pipe located under the present east and west shoulders of 82nd Ave. respectively. Their pipes are approximately thirty to thirty five years old and are located generally just a few inches below the subgrade elevation of the new widening. It is very possible due to the age of the pipes and its location that the construction equipment while not actually coming in contact with the pipes, could loosen the joints and cause these pipes to leak. Such leakage just below the roadway subgrade would definitely be detri-mental to the new roadbed by causing soft subgrade conditions. I therefore believe that a replacement of these pipes would be to the States advantage.

Mr. Carter advocates replacing the old system with a slightly larger capacity system located at approximately 27' left and rightof centerline. The new system would be placed deep enough to be safely below the widening constructio n and is advantageously located from a maintenance standpoint. Should the pipe have to be replaced, such repairs could be done from outside the curb line. No cuts in the pavement would have to be made.

As I have previously mentioned, Mr. Carter's proposal states that in addition to replacing the present system there is also some enlargement to be made in the system. This enlargement is the replacement of the existing 4"O.D. pipe with a 6"O.D. pipe. From the State's viewpoint I believe this is a minor point, since the cost of labor and equipment for installing a 6" pipe is essentially the same as for a 4" pipe. The difference in total cost between a 4" line and a 6"line is primarily one of materials cost which will be borne by the Kendall Water Co.

On the basis of the above I would recommend that the Highway Department assume the cost of the installation of the new system as proposed by the Kendall Water Co. I would also recommend that the decision be made as soon as possible. Mr. Carter has assured me that the construction could begin immediately and would take approximately three weeks or some what moreto complete. If such construction were begun in a week or two it would not materially interfere with our contractor's work. However a delay of more than two weeks could very possibly interfere seriously with the highway construction work.

Very truly yours

Milton J. Merrin Jr.

Milton J. Merrin Jr.
Resident Engineer

ELDEN W. CARTER
CONSULTING CIVIL ENGINEER
PORTLAND TRUST BLDG
319 S. W. WASHINGTON ST
PORTLAND 4, OREGON

June 4, 1955

Mr. A. S. Skelton, Division Engineer,
State Highway Department,
9800 S.E. McLaughlin Blvd.,
Portland, Oregon.

Dear Sir:

Reference is made to my letter of March 26, 1955 relative to the proposed four lane construction on Cascade Highway in the area where the Kendall Water and Improvement Co. has water mains and services.

The existing water system was described in the above letter as being old and much of it relatively shallow, and not clear of highway construction.

Further data has been requested by your Mr. M. J. Merrix, resident engineer on the highway project, relative to the existing mains and estimated cost of the labor required for replacement.

It has been determined that the water company is able to make limited credit arrangements to procure water works materials only, which would provide for a 6" O.D. steel main on the east side and a 2" galvanized main on the west side with all connections, services, and other appurtenances at an estimated cost of $6,450.00.

The estimated cost of the labor and equipment for the installation of the above materials follows:

6" O.D. steel pipe, 2,650 lin.ft. @ 0.75 per ft.	$1,987.50
2" Galv. pipe, 3,000 lin.ft. @ 0.60 per ft.	1,800.00
6" gate valve unit, 4 units @ 10.00 ea.	40.00
2" gate valve unit, 5 units @ 8.00 ea.	40.00
Welded steel fittings	40.00
¾" copper service pipe, 400 lin.ft. @ 0.70 per ft.	280.00
6"O.D.x ¾" service clamp, 20 clamps @ 2.00 ea.	40.00
2"I.D.x ¾" service clamp, 20 clamps @ 2.00 ea.	40.00
¾" corporation stop, 40 stops @ 1.50 ea.	60.00
¾" curb stop, 15 stops @ 1.00 ea.	15.00
¾" union, 15 ea. @ 1.00 ea.	15.00
Reconnect service, 10 reconnects @ 1.50 ea.	15.00
Pavement cut only, 300 lin.ft. @ 0.15 per ft.	45.00
Restore gravel, 650 lin.ft. @ 0.15 per ft.	97.50
Restore other improvements, 2,000 lin.ft. @ 0.05 per ft.	100.00
Connect with existing mains	150.00
Railroad crossing, 2 crossings @ 100.00 ea.	200.00
Creek crossing, 2 crossings @ 200.00 ea.	400.00
Contingencies	125.00
	$5,490.00

Balance brought forward - - - - - - - - -	$5,490.00
Overhead, engineering, supervision, 10%	549.00
Total Estimated Cost of Labor and Equipment - - -	$6,039.00

It is proposed to install the new mains at a location and depth to be clear of highway construction and accessible for service and maintenance.

Very truly yours,

Elden W. Carter

Elden W. Carter, Engineer
Kendall Water Co.

cc- Kendall Water Co.
cc- Donald Joyce, Atty.

RECEIVED
JUN 1 1955
FORM E-30 25M 9-51 53510
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1955

SUBJECT: Grading and Paving Contract
Flavel Street-Clackamas
Overcrossing
Cascade Highway

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

You recently handed to me a letter from Mr. Elden W. Carter, engineer for the Kendall Water Company in which Mr. Carter discusses the relocation and replacement of certain water pipes of the water company necessitated by the improvement of the Cascade Highway. You also handed to me a letter written to the Kendall Water and Improvement Company by Mr. R. H. Baldock, under date of April 21, 1955, in which Mr. Baldock advises that no rearrangement of the district's facilities will be done by the State.

I am enclosing herewith a copy of a memorandum on the subject, prepared by Mr. Jim Daniels of this office, concerning the question of whether and to what extent private persons are entitled to establish and maintain private water pipes upon public highways. Your attention is drawn to the last paragraph of Mr. Daniel's memorandum in which he states that "Mr. Baldock's position in his letter of April 21, 1955, wherein he stated that the Department would assume the responsibility of making minor revisions in facilities which projected to or above the surface, is more than the District could legally expect."

Very truly yours,

C. W. ENFIELD
Chief Counsel

RECEIVED
JUN 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

By Robert L. May, Jr.
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
Enc.

KENDALL WATER & IMPROVEMENT CO.
7812 S.E. Harney St.
Portland 6, Oregon

May 23, 1955

NOTED
W. C. WILLIAMS

State Highway Dep't
Salem, Oregon
ATTN: Mr. Williams

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

We have made definite arrangements enabling the Kendall Water Company to supply all of the pipe and fittings necessary for relocation of our mains on 82nd Ave. in Portland.

You suggested that if we had any definite plans we could submit to you along these lines that the Highway Dep't would consider them with a view toward doing the ditching, back-filling, etc. necessary to re-locate the mains, and making connections.

Very truly yours,

W. W. Hawkins

W. W. Hawkins

RECEIVED
MAY 24 1955
OREGON
STATE HIGHWAY COMMISSION

FORM E-90 2000 9-51 80810

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1955

SUBJECT: Right of an individual to use highway right of way for water lines, etc.

To: Mr. Robert L. May, Jr.
Assistant Counsel
O f f i c e

Dear Mr. May:

Pursuant to your letter of May 12, I have made a comprehensive survey of the question of whether private persons are entitled to establish and maintain water pipes upon public highways. In connection with the problem which was submitted along with the letter, I must point out that there is a paucity of facts relative to how the Kendall Water District, or Company, became located on the premises in the first instance. According to the attendant title report, nothing appears of deed record which would indicate an easement running to said Water Company over the premises with which we are here concerned.

Relevant statutory material concerning this problem includes 261.010 ORS appertaining to Peoples' Utility District, which reads:

> "(1) "Peoples' utility district" or "district" means an incorporated peoples' utility district created under the provisions of this chapter . . .
>
> (7) "Utility" means a plant, works or other property used for . . . transmission of water for domestic or municipal purposes . . .", provided that a company had been organized under the Public Utility District Act.

261.305 ORS (11) in setting forth the powers of the peoples' utility district, contains the following provision:

> "To construct works across or along any street or public highway, or over any lands which are the property of this state, or any subdivision thereof, . . . "Any works across or along any state highway shall be constructed only with the permission of the State Highway Commission . . . ."

264.240 ORS, in providing for domestic water supply corporations, by the use of the language in the act implies power to act in concert with the peoples' utility district. It might be argued that they also have the right to make crossings of roads or entry on state land with the applicable restrictions as set forth supra.

Subdivision (10) of ORS 450.075, setting forth the powers of sanitary districts, contains the following language:

> "Lay ditches, sewers and drains in any public street or road in the county, and for this purpose enter upon and make all necessary repairs . . . Consent of proper city, county or state authorities, as the case may be, shall first be obtained and the contents of such consent complied with."

541.030, providing for ditches, canals, flumes, etc., for irrigation and domestic water purposes, sets forth that "the right of way, to the extent specified in the Act of 1891, pages 52 to 60, Oregon Laws of 1891, for ditches, canals, flumes, distributing ditches, and feeders of any corporation appropriating water under the provisions of 1891 across all lands of the state of Oregon not under contract of sale is granted."

The Act of 1891, after defining the use of waters from lakes and running streams as being a public use, provides for corporations to appropriate water and sets up various regulatory measures of said corporations. It gives the corporation power of condemnation of land in an eminent domain proceeding. The Act makes no provision for the maximum or minimum size ditch, flume, etc., and after making various recitals of control, grants in subsection 25 of the Act:

> "The right of way to the extent hereinbefore specified for the ditches or canals, flumes, distributing ditches or canals, flumes, distributing ditches and feeders of any corporation appropriating water, across any and all lands belonging to the State of Oregon and not under contract of sale, is hereby granted."

Section 541.130, appertaining to the development of mineral resources and hydroelectric power, contains the following language:

> "The right of way to the extent specified in the Acts of 1899, pages 72 to 80, Oregon Laws of 1899, for the ditches, canals, flumes, pipe lines, distributing ditches, and feeders of any person appropriating water under the provisions of that Act, across any and all lands belonging to the State of Oregon and not under contract of sale, is granted."

It might be well to point out at this time that Section 541.030 gives a grant of power to corporations only, and the corporate purposes set forth under the Act run to irrigation or the supply of domestic water.

Section 541.130 makes a grant of power to persons, companies and corporations, but the purposes are limited for the development of mineral resources in the production of hydroelectric power.

The two Acts are similar and contain identical verbage with the exception of minor deviations in headgate construction requirements, with the same grant of power of entry upon state lands being granted.

It is to be noted here that the only language appertaining to highways is contained in subsection 17 of the Laws of 1891, and in subsection 18 of the Laws of 1899. These two subsections provide that in the specific instance that the corporation or person shall, on crossing the highway, not interfere with traffic, and shall provide a good and sufficient fourteen-foot-wide bridge, granting the road overseer power to enter and provide the bridge on the failure of the corporation or person to do so within three days' time. As an aside, this could give rise to a rather amusing situation, where a corporation organized under this Act might attempt to span one of our highways by a ditch or flume, and bridge it according to this proviso.

ORS 262.410 grants telephone districts the right to construct their works across or along a street or any public highway.

ORS 373.020 retains to city, within corporate limits, the privilege of opening streets or roads, granting franchises, etc., and thrusts the duty of maintenance upon the public utility district taking advantage of same.

ORS 758.01 grants the power to any person or corporation to construct and maintain telegraph lines, telephone lines and power lines upon any public road right of way.

ORS 772.515 contains specifications for laying natural gas pipe lines along the right of way of such highway, stipulating that it shall be laid as closely as practicable to the extreme outside edge of the right of way. This seems to be a restriction within or an appendage granted under the Public Utility District Act (Chapter 261, etc.), in that nowhere, excepting under the so-called mineral and hydroelectric development sections referred to supra, under the heading of ORS 541.130, does the right to enter into the right of way exist on the part of an individual. That right must come through the grant of a franchise or license from the Highway Commission, and if the utility is there without having secured a franchise or grant of privilege, it must of necessity have the status of a trespasser.

In considering case law applicable to the removal of public utilities from the highway right of way, where they have come upon the said highway by franchise or grant of privilege, there is an unbroken line of decisions which hold that where the necessity for removal is brought about by valid public improvement, i.e., such as the widening of a road, that the public utility must bear the entire cost of removal and replacement. This point is so well established that a voluminous citation of cases is not deemed necessary. State v. Marvin Municipal Water District, 17 Cal.2d 699, 111 Pac. 651; Western Gas Company of Washington v. Bremerton, 21 Wash.2d 907, 153 Pac.2d 946, from Washington and California, are fully representative.

Of course, in the case of a trespasser, no duty would be owed to the individual in the position of trespass save and except to refrain from malicious destruction of his property. Notice to said individual, in the position of trespasser, to vacate, naming a reasonable time for

so doing, certainly would suffice.

It is pointed out that an individual, as such is given no right by statute to enter upon state property or highways for utility purposes excepting for mining water and the development of electrical power. A private individual or company operating a water business for profit would have no such statutory granted right.

In view of the status of statutory material and the case law applicable to holders of franchises and permissive rights, it would appear that no liability existed upon the part of the State Highway Department to make monetary contribution to District in removing, replacing or enlarging their water lines or mains. It would further appear that Mr. Baldock's position in his letter of April 21, 1955, wherein he stated that the Department would assume the responsibility of making minor revisions in facilities which projected to or above the surface, is more than the District could legally expect.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By
JAMES B. DANIELS
Assistant Attorney

JBD:FRC

FORM S-123 50M REVISED 2-52

RECEIVED
[illegible] 1955
[illegible] LING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

F-304(2)
4430

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

IN REPLY PLEASE REFER TO

April 21, 1955

Kendall Water and Improvement Company
c/o Mr. Elden W. Carter
Consulting Civil Engineer
319 S. W. Washington Street
Portland 4, Oregon

[illegible]
W. C. WILLIAMS

Gentlemen:

The Highway Commission has awarded a contract for improvement of 82nd Avenue to a four-lane standard from Flavel Street to the Southern Pacific Overcrossing. Our records indicate that the Kendall Water and Improvement Company has a facility consisting of mains, connections, et cetera, located along the route of the improvement.

The purpose of this letter is to give notice to the District of the Highway Department's intentions. No rearrangement of the District's facilities will be done by the State, as the Water District is occupying the right of way under a permit, except that the Highway Department will make minor revisions in facilities which project to or above the surface, such as meter boxes, valves, or service connections, which cost the State will assume.

Very truly yours,

R. H. Baldock
State Highway Engineer

FC:jv RHB:me

cc Mr. W. C. Williams
Mr. Forrest Cooper

ELDEN W. CARTER
CONSULTING CIVIL ENGINEER
PORTLAND TRUST BLDG
310 S W WASHINGTON ST
PORTLAND 4 OREGON

NOTED
[illegible]

March 26, 1955

NOTED
F.T. YOUNG

Mr. A. G. Skelton, Division Engineer,
State Highway Department,
9200 S.E. McLaughlin Blvd.,
Portland, Oregon.

Dear Sir:

Reference is made to the proposed four lane construction on Cascade Highway (S.E. 82nd Ave.) - S.E. Flavel St. to King Road section, and to the information furnished us by Mr. Broadwell.

The Kendall Water and Improvement Co., 7810 S.E. Harney St., Portland 6, Oregon, has water mains and services on both sides of and crossing S.E. 82nd Ave. The company is a private utility corporation regulated by the State Utilities Commissioner, the stock being owned by the residents of the area served by the water system.

We have been requested by the water company to submit to the Highway Department an estimate of cost of relocating or replacing those water mains and appurtenances which would interfere with the proposed highway construction.

Existing facilities on S.E. 82nd Ave. are as follows:

On the east side - 4" cast iron main from Flavel St. to Lambert St.
On the east side - 4" O.D. steel main from Flavel St. to point 200 ft. north of Clatsop St.
On the east side - 2" galv. main from end of 4" O.D. to Clatsop St.
On the west side - 2" galv. main from Malden St. to Clatsop St.
Crossings - 2" galv. main at Lambert St.
- 2" galv. main at Clatsop St.
Service lines crossing S.E. 82nd Ave.

The exact dates of installation of the above mains are not known, but all pipes are reported to be more than 30 yrs. old. Much of the system is relatively shallow and would not be clear of highway construction.

It is understood that the existing water mains in their present location will be under the proposed pavement making access difficult and expensive. Discussion with Highway Department officials has also brought out the point that the company later might be denied permission to install new mains when required after the highway construction is completed. The company's attorney has advised that this would in effect be taking its property without

[illegible] OF ENGINEER

just compensation and would be a contravention of the constitution, and it would have grounds for legal action.

Three different plans for relocation or replacing the facilities are here submitted with estimated cost of each shown.

Plan A

Moving meters, lowering or replacing service lines, and changing service connections at the main where existing taps are on top of main.

Estimated cost, including overhead - $ 1,000.00

This plan is a temporary solution only and still would leave the mains vulnerable to extensive damage by road building equipment. The expected remaining life of the mains would be considerably reduced once they are disturbed and frequent leaks could be expected. The capacity would continue to be limited and could not meet increased demand.

Plan B

Lowering the 4" cast iron main in place, replacing the 2" galv. main with new 2" galv. pipe at proper depth and location, reconnecting lateral mains, and moving and reconnecting services.

Estimated cost, including overhead - $ 7,500.00

This plan would keep the water system clear of highway construction, would extend its expected life, but would not provide capacity to meet future increased demand.

Plan C

Replacing the entire existing system along S.E. 82nd Ave. using 6" cast iron pipe on the east side and 8" galv. pipe on the west side, reconnecting lateral mains, and moving and reconnecting services.

Estimated cost, including overhead - $12,600.00

This plan would be the complete solution to the problem by providing facilities of adequate size and of permanent material located clear of the pavement and large enough to meet future demand.

The company is not in a position to finance proposed relocation or replacement of the mains and believes that the Highway Department should pay a share of the cost equal to the amount required to move the water system clear of the highway construction. It has been suggested that funds be raised by increasing the company's water rates with the approval of the Utilities Commissioner, but in view of the expected slow rate of return from such increased rates and the difficulties experienced now in collecting water bills at the present rates, this method would be neither popular nor practical.

The company has no alternative but to look to the Highway Department for financial assistance in order to keep the water users along S.E. 82nd Ave. adequately supplied. If some method could be found for the Highway Department to contract the replacement of the existing mains with adequate size and in the proper location, the company probably could meet a reasonable repayment program over a period of years.

Very truly yours,

Alden W. Carter

Alden W. Carter, Engineer
Kendall Water Co.

cc- Kendall Water Co.
7610 S.E. Harney St.
Portland 6, Oregon

cc- Mr. Donald Joyce, Atty.
205 Lumbermens Bldg.
Portland 4, Oregon

RECEIVED
OFFICE
DIVISION ENGINEER
DIVISION NO

Form E-61—30M—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project Flavel St. - Clackamas Overcrossing
Highway Cascade
Contractor Logan Taylor Co. Contract No. 4450
Submitted by M. J. Merrin Jr.

Prefix No. 103-1053
County Clackamas, Mult.
F. A. Project No. F-304(7)
Date reported June 30, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Portland Rd. & D/W Co. Sampled at Plant
To be used Surfacing Date received June 29, 1955
Sampled by Cartwell Quantity represented 16,000 c.y.

TEST RESULTS

Laboratory No. 367054
Data Sheet No. [illegible]
Type of material Crushed Gravel 2"-0
Screen opening: To ¼": ....Quarry....; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1 1/2	2.8	2.8	
1 1/4	24.2	27.0	
1	11.0	38.0	
3/4	12.9	50.9	
1/2	7.9	58.8	
1/4	9.4	68.2	
10	12.6	80.8	
40	15.1	95.9	
Pass	4.1	4.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	4	%
Manufactured fines		%
Liquid limit: Natural fines	23	%
Manufactured fines		%
% Crushed	57.6	

RECOMMENDATIONS

Material as represented by this sample .....is..... suitable for use.

TEST REPORT DISTRIBUTION:

- X Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Shelton
- X Resident Engineer Merrin
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files

[signature]
Engineer of Materials

State Printing 79625

RECEIVED
JUN 13 1955
FOR FILING

F-304(2)
4450

June 13, 1955

Logan, Taylor & Co.
7800 N. E. Killingsworth Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4450 awarded to you by the State Highway Commission May 27, 1955, for grading and paving on Flavel Street-Clackamas Overcrossing Section of the Cascade Highway in Clackamas and Multnomah Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 8 1955
FOR FILING

F-304 (2)
4450

June 6, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 28, 1955, on Contract No. 4450, Flavel Street-Clackamas Overcrossing Section, in Multnomah and Clackamas Counties, in connection with Federal Aid Project No. F-304 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCPrie

Files

PACIFIC COAST DEPARTMENT
R. H. GRIFFITH, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

Glens Falls Insurance Company — Commerce Insurance Company — Glens Falls Indemnity Company

RECEIVED
JUN 3 1955

FOR FILING

F-304 (3)
4450

AMERATA & SCHRAM
440-MEAD BUILDING
PORTLAND 4, OREGON

June 1, 1955

The Honorable Robert B. Taylor,
Insurance Commissioner
State of Oregon
Salem, Oregon

Re: JAMES E. SCHRAM and/or FRANK AMERATA POWER
ATTORNEY #1160 GLENS FALLS INSURANCE COMPANY
Dated May 26, 1955

Dear Bob:

When the Glens Falls Indemnity Company switched their business over to the Glens Falls Insurance Company we had been informed that our Glens Falls Indemnity Company Powers of Attorney had been duplicated and for the same amounts. However, this was not done and we are therefore enclosing Power of Attorney in the amount of $ 600,000.00 which will adequately comply with a recent Oregon State Highway Commission Performance Bond which weexecuted on behalf of our clients, Logan, Taylor & Company, in the amount of $ 379,974.00 under their state contract No. 4450.

You will shortly receive a new Power of Attorney on behalf of our agency in the amount of $ 1,000,000.00 to cover these transactions; said Power of Attorney to be in the Glens Falls Insurance Company.

With all best wishes we remain

Yours very truly,

AMERATA & SCHRAM

Frank Amerata

NOTED
H. B. GLASSER

faibh
encl: Power of Attorney 1160
cc: Oregon State Highway Commission

RECEIVED
JUN 3 1955
OREGON
STATE HIGHWAY COMMISSION

REFERRED
BY SECRETARY

RECEIVED
JUN 10 1955
FOR FILING

F-304 (2)
4450

May 27, 1955

NOTED
J. Mc C.

Logan Taylor Co.
7800 N. E. Killingsworth
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 accepted your proposal for grading and paving Flavel Street-Clackamas Overcrossing Section of Cascade Highway in Clackamas and Multnomah Counties for the sum of $379,934 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4450.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAY 31 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 27, 1955
8:55 a.m.

Logan Taylor Co.
7800 N. E. Killingsworth
Portland 13, Oregon

Contract for grading and paving Flavel Street-Clackamas Overcrossing Section of Cascade Highway, Clackamas and Multnomah Counties for which you submitted low bid on April 13, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Files
C. W. Head

RECEIVED
MAY 31 1955
STATE HIGHWAY COMMISSION

File

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
F-304(2)
4/45

B

May 27, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-304(2), Flavel Street-Clackamas Overcrossing Section of the Cascade Highway, we hereby concur as of this date in award of contract No. 4450 to Logan Taylor Company of Portland, Oregon, low bidder in the amount of $379,934.00 at the April 13, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
MAY 31 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 1 1955
FOR FILING

F-304(2)
1450

May 27, 1955

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Flavel Street-Clackamas Overcrossing Section of the Cascade Highway in Multnomah and Clackamas Counties, Project F-304 (2), to the Logan Taylor Co. of Portland, Oregon, on the basis of the bid of $379,934.00 submitted on April 13, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RHFile

RECEIVED
MAY 18 1955
FOR FILING

FORM E30 — 50M — 10-54 — 75483

F-304(2)
4450

5055

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

It appears that playing freeze-out with the Barwell Water District paid off. By a letter from their engineer, Elden W. Carter, copy attached, they indicate that they are going to make considerable replacement of the facilities on their own.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

RECEIVED
STATE HIGHWAY ENGINEER

Copy to Means
5-10-55
EWC

ELDEN W. CARTER
CONSULTING CIVIL ENGINEER
PORTLAND TRUST BLDG
319 S W. WASHINGTON ST
PORTLAND 4 OREGON

May 6, 1955

Mr. A. G. Skelton, Division Engineer,
Oregon State Highway Department,
P. O. Box 4699,
Portland 2, Oregon.

Dear Sir:

The Barwell Park Water District, Clackamas County, proposes to replace some of the old existing water mains on Cascade Highway (S.E. 82nd Ave.) ahead of the proposed highway construction. The amount of replacement is limited by the district's financial ability and plans for the district's orderly replacement program have had to be revised to include certain crossings which are not desirable.

The proposes new mains, the location of which has been discussed with highway department officials, are below listed:

Sta. 352/00 to 367/50 - East side line - 6" O.D. steel pipe. 27.5 ft. from center

Sta. 367/50 to 376/00 - East side line - 4" O.D. steel pipe. 27.5 ft. from center

Sta. 348/25 to 379/00 - West side line - 2" galv. steel pipe. 27.5 ft. from center

Crossings with 4" O.D. steel pipe at:

Sta. 332/95
Sta. 336/50
Sta. 339/00
Sta. 341/50
Sta. 344/00
Sta. 348/25
Sta. 354/50
Sta. 358/10
Sta. 362/15
Sta. 367/10
Sta. 375/85

The contract for the pipe installation is with the Eugene Moody Company who will furnish insurance certificate if necessary. The work can proceed as soon as arrangements for materials can be made.

Very truly yours,

Elden W. Carter

Elden W. Carter, Engineer
Barwell Park Water District

RECEIVED
MAY 9 1955
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

RECEIVED
MAY 20 1955
FOR FILING

F-304(2)
ACCOUNT
1450
DATE May 13, 1955

Carl E. Green & Associates

CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Clackamas Water District

Dear Sir:

This will acknowledge your letter of April 21 addressed to the Clackamas Water District in our care regarding improvement of S. E. 82nd Avenue and the Clackamas Water District facilities.

This matter has been referred to the Board of Commissioners of the District and steps are being taken to change services, fire hydrants, pipe lines and valves along the route of the work as made necessary by the State Highway Improvement.

The Clackamas Water District will keep accurate records of costs involved and will expect reasonable compensation from the State Highway Commission for the work that has been made necessary by the Highway Improvement.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:hw
cc: Clackamas Water District

REFERRED
M. Williams
By State Highway Engineer

NOTED
FORREST COOPER

RECEIVED
APR 29 1955
FOR FILING

F-304(2)
4450

April 29, 1955

Gentlemen:

We hear rumors of a divider in the highway at the suggestion of the driver in the theatre opposite our service station.

Should someone from your office be near please ask him if he would leave me a copy of the proposed divider. We on this side are a bit concerned of the results. At the same time we don't want to hinder either.

Sincerely,
C.A.Elliott
C.A. ELLIOTT
9691-S.E. 82nd Ave
Portland 66, Ore.

Re: Please comment on the above as to station use

...nue
...a

...is made to your recent undated post card as ...a divider would be installed on 82nd Avenue at ...r.

...nly instructed our Engineering Department to ... matter, and I am advised that our District ...tendent, Mr. Bohrbough, contacted you and dis- ... on February 9. He advised you that we had no ... traffic divider or refuge for left-turn move-

...o plans any different at this time but will ...ter the pavement widening has been completed ...ic, at which time a further study will be made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCWrmm

cc Mr. F. B. Crandall
Mr. A. G. Skelton

RECEIVED
APR 29 1955
FOR FILING

F-204(2)
4/4/50

April 29, 1955

5655

Mr. C. A. Elliott
9691 S. E. 82nd Avenue
Portland 66, Oregon

Dear Sir:

Reference is made to your recent undated post card as to whether or not a divider would be installed on 82nd Avenue at the Drive-in Theater.

I previously instructed our Engineering Department to contact you in this matter, and I am advised that our District Maintenance Superintendent, Mr. Bohrbough, contacted you and discussed this matter on February 9. He advised you that we had no present plans for a traffic divider or refuge for left-turn movement.

We have no plans any different at this time but will study conditions after the pavement widening has been completed and opened to traffic, at which time a further study will be made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Mr. F. B. Crandall
Mr. A. G. Skelton

RECEIVED
APR 21 1955
FOR FILING

F-304(2)
4450

April 21, 1955

Clackamas Water District
c/o Carl E. Green and Associates
Consulting Engineers
Henry Building
Portland, Oregon

Gentlemen:

The Highway Commission has awarded a contract for improvement of 82nd Avenue to a four-lane standard from Flavel Street to the Southern Pacific Overcrossing. Our records indicate that the Clackamas Water District has a facility consisting of mains, connections, et cetera, located along the route of the improvement.

The purpose of this letter is to give notice to the District of the Highway Department's intentions. No rearrangement of the District's facilities will be done by the State, as the Water District is occupying the right of way under a permit, except that the Highway Department will make minor revisions in facilities which project to or above the surface, such as meter boxes, valves, or service connections, which cost the State will assume.

Very truly yours,

R. H. Baldock
State Highway Engineer

FC:jv MHB:ms

cc Mr. W. C. Williams
Mr. Forrest Cooper

RECEIVED
APR 21 1955
FOR FILING
F-304 (2)
4450

April 21, 1955

Barwell Park Water District
c/o Mr. Elden W. Carter
Consulting Civil Engineer
319 S. W. Washington Street
Portland 4, Oregon

Gentlemen:

The Highway Commission has awarded a contract for improvement of 82nd Avenue to a four-lane standard from Flavel Street to the Southern Pacific Overcrossing. Our records indicate that the Barwell Park Water District has a facility consisting of mains, connections, et cetera, located along the route of the improvement.

The purpose of this letter is to give notice to the District of the Highway Department's intentions. No rearrangement of the District's facilities will be done by the State, as the Water District is occupying the right of way under a permit, except that the Highway Department will make minor revisions in facilities which project to or above the surface, such as meter boxes, valves, or service connections, which cost the State will assume.

Very truly yours,

R. H. Baldock
State Highway Engineer

FC:jv BHB:me

cc Mr. W. C. Williams
Mr. Forrest Cooper

RECEIVED
APR 21 1955
FOR FILING

F-304 (2)
#4450

April 21, 1955

Kendall Water and Improvement Company
c/o Mr. Elden W. Carter
Consulting Civil Engineer
319 S. W. Washington Street
Portland 4, Oregon

Gentlemen:

The Highway Commission has awarded a contract for improvement of 82nd Avenue to a four-lane standard from Flavel Street to the Southern Pacific Overcrossing. Our records indicate that the Kendall Water and Improvement Company has a facility consisting of mains, connections, et cetera, located along the route of the improvement.

The purpose of this letter is to give notice to the District of the Highway Department's intentions. No rearrangement of the District's facilities will be done by the State, as the Water District is occupying the right of way under a permit, except that the Highway Department will make minor revisions in facilities which project to or above the surface, such as meter boxes, valves, or service connections, which cost the State will assume.

Very truly yours,

R. H. Baldock
State Highway Engineer

FC:jv RHB:me

cc Mr. W. C. Williams - Copy referred to 4-26-55 RJ.
Mr. Forrest Cooper

RECEIVED
MAY 9 1955
FOR FILING

FORM E30—80M—10-54—7845
F-204(2)
4/20

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

RECEIVED
[illegible]
ENGINEER

To: Mr. W. C. Williams
Deputy State Highway Engineer

The Design Department is today starting the work on the plans for the 82nd Avenue project from Killingsworth to Sandy Boulevard on the Cascade Highway. We are attempting to meet the deadline for the May letting. I wish to inform you on several features of this job.

The traffic on this street is between 8,000 and 9,000 vehicles per day. The right of way width is 80 feet. The project as originally submitted to the Construction Office was 2 or 3 years ago contemplated the construction of a minimum four-lane section, however no provision was made for drainage. The street northerly from Sandy Boulevard falls fairly rapidly to the north and cross-drainage from the west also enters at several points. I did not consider it feasible to attempt the project without proper drainage and returned it to the field for the inclusion of a storm sewer, which has now been designed for all of the project except the northerly 800 or 900 feet which is adjacent to undeveloped property. On this section it is possible to get a 48-foot paved section with 4-foot shoulders on the existing right of way. Ultimately, the sewer will have to be extended north to Killingsworth with a full curb section. The reason for not doing it at this time is the cost, and the fact that the abutting owners will participate in the cost of a sewer when the property is developed.

The stationing runs from north to south starting from 0+00 at Killingsworth and ending at Station 37 at Sandy. From Station 10 to Station 26 we propose a 64-foot curb to curb section with storm sewer and from 26 to 37 a 60-foot section slightly eccentric with centerline to preserve an existing curb, also in the interests of economy. This could be increased at a later date, if necessary, to 63 feet by removal and reconstruction of the westerly curb. It will be possible to stripe the 60-foot section for a tight four-lane with parking.

The present estimated cost of the project is $100,000.

The purpose of this letter is to inform you of the type of improvement that is being made, which does not entirely conform to the standards commensurate with the traffic, but is adequate for many years to come.

The project data is in the Design Office for your inspection if you wish it.

Forrest Cooper
Asst. Construction Engineer

FC:jv

RECEIVED
APR 4 1955
FOR FILING

F-204 (2)
4450

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer

NOTED
W. C. WILLIAMS

Referring to the matter of adjustment of water services, fire plugs and other items on the Flavel Street-Clackamas Overcrossing Section, I am having $5,000 put in the project authorization to cover these items. This money is contemplated for use only in handling the so-called "surface" revisions. The mains are to remain in place.

By letters to you, Mr. Elden W. Carter, consulting engineer, has requested that the Highway Commission relocate the mains of the Barwell Park Water District at a cost of approximately $20,000 and of the Kendall Water District at an estimated cost of $12,600. Mr. Carter should be informed that the State will not relocate the mains but will take care of only the minor items necessary to clear their surface facilities from the travelled roadway. It is also contemplated that the Highway Commission will take care of the so-called surface items on the Clackamas Water District lines.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams

RECEIVED
MAR 31 1955
FOR FILING

F-204 (2)
4-1-50
5655

March 30, 1955

Oregon State Highway Commission

Gentlemen:

In our current federal-aid program, we have planned to widen 82nd Avenue (Cascade Secondary Highway) to four lanes of traffic from the Portland city limits at Flavel Street southward to the Clackamas Overcrossing, a distance of four miles. The northerly 1.5-mile section of this project lies within an existing 60-foot right of way with heavy culture adjacent thereto. We planned a section that would not require the purchasing of new right of way, but this is objected to by the Bureau of Public Roads.

The existing 82nd Avenue through the city of Portland has a curb-to-curb width of 56 feet, and we had proposed to continue this 56-foot width as far south as King Road. From King Road south to the Clackamas Overcrossing culture is not as great, and we were able to obtain additional right of way without undue cost over this section.

To provide the right of way required to meet the Bureau's requirement between Flavel Street and King Road would cost $300,000, plus an additional $66,000 construction cost, or a total increased cost of $366,000. The total estimated cost of the section we had planned is $205,000, and, owing to the fact that all of the Cascade Secondary Highway through Portland is now on a 56-foot width, we do not think this high expenditure for a short 1½-mile section is justified.

We, therefore, propose to withdraw this 1½-mile section from the federal-aid program and to construct it with state funds, and the total cost thereof will be far less than would the State's cost on a federal-aid project, even including federal-aid participation.

I discussed this matter with Mr. Reynolds and Mr. McIver, and on the basis of their approval we are calling bids on this section as a state project. There are sufficient funds available to handle this as a state project, and the Division allocation percentage will be adjusted in such a manner as to keep Division I's allocation in balance according to formula.

D.E.

This matter will be on the agenda, and it is requested that you confirm approval as a state project. The section from King Road south meets federal-aid requirements and will be constructed as a federal-aid project.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:ms gm

cc Mr. S. H. Probert
Mr. H. G. Smith
Mr. C. H. Maison

RECEIVED
MAR 28 1955
FOR FILING

Co-1
R/W
Cascade Loc

file

March 25, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In response to your request for additional information relating to proposed pavement widening on 82nd Avenue from the Portland city limits at Flavel St. southward to approximately King Road, Project U-199 (9), we submit the following:

To increase lane widths to 12 feet, parking lane widths to 8 feet and neutral zone width to 4 feet would entail additional costs as follows:

Additional right of way cost:

(1) If centerline were shifted to require widening on one side only	$300,000
(2) If centerline were to be held as is	$400,000
Additional construction cost	$ 66,000

In view of the future necessity for construction of an expressway paralleling 82nd Avenue in close proximity, as outlined in our letter of March 23, provision of the additional widths at the heavy additional costs indicated would, in our opinion, be wholly unwarranted and a waste of federal and state money.

The situation in this respect is quite different from that on the unit to the south of King Road, Project F-304 (2), on which we propose to use the wider neutral zone width and lane width, for the reason that right of way costs on the south unit are much lower.

As regard traffic volumes, the situation of the Flavel Street-King Road Unit is as follows:

	1955 (ADT)	1975 (ADT)
On 82nd Ave. without construction of paralleling expressway	12,000	24,000
On 82nd Ave. after construction of paralleling expressway	--	10,000
On paralleling expressway	--	25,000

Our thinking is that the type of construction we are proposing will be reasonably adequate for the next 15 to 20 years and that, by that time, construction of the paralleling expressway or some other means of alleviating conditions on 82nd Avenue, will have been forced by the much heavier traffic using that avenue at points farther north.

With respect to the grade crossing of the Portland Traction Company tracks near Flavel Street, the priority No. 9 assigned to it at the time our priority survey was made, is quite unrealistic. The formula used seems to have made no distinction between the railway trains usually involved at grade crossings and the street cars which use the crossing we are now concerned with. For that reason, the assigned priority rating of 9 should be disregarded. The factor to be considered is that of permanence. The Portland Traction Company, owner and operator of the line, has petitioned the State Public Utilities Commissioner for authority to discontinue its passenger service on the line. This does not assure immediate discontinuance of the passenger service, but the history of similar cases in Oregon and elsewhere indicates a strong probability of early discontinuance of the service. With such discontinuance in prospect, the expenditure of public money for a grade separation would, in our opinion, be most unwise. The accident record for the crossing for the period 1946 to 1954, inclusive, shows 7 accidents with 2 personal injuries and no fatalities.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ls

As regards traffic volumes, the situation of the Flavel Street-King Road Unit is as follows:

	1955 (ADT)	1975 (ADT)
On 82nd Ave. without construction of paralleling expressway	12,000	24,000
On 82nd Ave. after construction of paralleling expressway	- -	10,000
On paralleling expressway	- -	25,000

Our thinking is that the type of construction we are proposing will be reasonably adequate for the next 15 to 20 years and that, by that time, construction of the paralleling expressway or some other means of alleviating conditions on 82nd Avenue, will have been forced by the much heavier traffic using that avenue at points farther north.

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Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

cc Mr. W. C. Williams

As regard traffic volumes, the situation of the Flavel Street-King Road Unit is as follows:

	1955 (ADT)	1975 (ADT)
On 82nd Ave. without construction of paralleling expressway	12,000	24,000
On 82nd Ave. after construction of paralleling expressway	--	10,000
On paralleling expressway	--	25,000

Our thinking is that the type of construction we are proposing will be reasonably adequate for the next 15 to 20 years and that, by that time, construction of the paralleling expressway or some other means of alleviating conditions on 82nd Avenue, will have been forced by the much heavier traffic using that avenue at points farther north.

With respect to the grade crossing of the Portland Traction Company tracks near Flavel Street, the priority No. 9 assigned to it at the time our priority survey was made, is quite unrealistic. The formula used seems to have made no distinction between the railway trains usually involved at grade crossings and the street cars which use the crossing we are now concerned with. For that reason, the assigned priority rating of 9 should be disregarded. The factor to be considered is that of permanence. The Portland Traction Company, owner and operator of the line, has petitioned the State Public Utilities Commissioner for authority to discontinue its passenger service on the line. This does not assure immediate discontinuance of the passenger service, but the history of similar cases in Oregon and elsewhere indicates a strong probability of early discontinuance of the service. With such discontinuance in prospect, the expenditure of public money for a grade separation would, in our opinion, be most unwise. The accident record for the crossing for the period 1946 to 1954, inclusive, shows 7 accidents with 2 personal injuries and no fatalities.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:la

cc Mr. W. C. Williams

RECEIVED
MAR 2 3 1955
FOR FILING

FORM E20—50M—4-54—74286

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 24th, 1955

SUBJECT: Widening Cascade Highway

To: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Project U-199(9)

Dear Sir:

Reference is made to your telephone call of this date when you requested an estimate of both the right of way and construction cost for widening the Cascade Highway Project from S. E. Flavel Street to S. E. King Road. This widening would require taking either 6 feet on each side of the road or 12 feet on one side. This would permit four 12 foot lanes, a 4 foot neutral zone, and 8 foot parking lanes on each side, and would put the roadside face of the curb 2 feet from the new property line, which is the same relative location of the curb as in our present plans.

Mr. Edwin Johnson of the Right of Way Department has made a hurried appraisal of right of way cost, and I am enclosing a copy of his report on this to myself. You will note that he estimates right of way costs to $405,000 for a 6 foot taking on each side and $290,000 for a 12 foot taking on the east side only. Our estimate for additional construction cost due to this widening totals $66,000, and I am enclosing copy of Mr. Broadwell's itemized estimate on this construction cost.

As I mentioned in our telephone conversation, if this section is widened, I think it would be advantageous to take an additional 2 feet on each side, or 4 feet on the east side, which would permit us a walkway area of 4 feet from the face of the curb to the property line. I believe our right of way estimate is sufficiently high, so that this additional right of way could be obtained at or close to Mr. Johnson's estimate.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams
H. G. Smith

REFERRED TO
Mr. Probert
By State Highway Engineer

RECEIVED
MAR 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

cc Mr. W. C. Williams

FORM H-80 25M 8-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 24, 1955

SUBJECT: Estimate of Right of Way Costs
Between S.E. Flavel St. & S.E. King Road
Cascade Highway

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Dear Sir:

I have made a windshield appraisal for estimating the cost of acquiring 6 feet of additional right of way on the West and East sides of S. E. 82nd Avenue, between S. E. Flavel Street and S. E. King Road.

For this taking I estimate the right of way cost to be. . . . $405,000.00.

For taking 12 feet on the East side of the highway, only, I estimate the cost of right of way to be . . . . . $290,000.00.

Please bear in mind that there is considerable development in this area, therefore, these figures could increase considerably over any length of time.

Very truly yours,

R. L. PORTER
RIGHT OF WAY ENGINEER

Edwin Johnson

EDWIN JOHNSON
Right of Way Agent

EJ:lf
cc: R. L. Porter

ESTIMATE OF ADDITIONAL COST FOR WIDENING TO 68' ROADWAY
CASCADE HIGHWAY
S. E. FLAVEL TO S. E. KING ROAD
STA. 305+87.5 to Sta. 381+50

Item	Quantity	Price	Amount
General Excavation	4,800 C.Y.	$ 0.50	$ 2,400.00
Drainage Excavation	110 C.Y.	3.50	385.00
Truck Haul	9,500 Yd.Mi.	0.16	1,520.00
12" Conc. Sewer Pipe	350 Ft.	2.10	735.00
2-1/2" Material in Base	4,000 C.Y.	2.25	9,000.00
3/4" Mtrl. in Leveling Crse.	800 C.Y.	3.50	2,800.00
Sprinkling	120 M.Gal.	2.50	300.00
3/4" Material in Binder	100 C.Y.	3.50	350.00
RC-3 Asph. in Binder	17 Tons	40.00	680.00
Class "B" Asph. Concrete	2,100 Tons	5.50	11,550.00
Concrete Traffic Divider	825 C.Y.	35.00	28,875.00
			$58,595.00
Plus 12-1/2% Engineering and Contingencies			7,405.00
		Total	$66,000.00

cc Mr. W. C. Williams

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

409 STATE HIGHWAY BLDG.
SALEM, OREGON

March 24, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your recently submitted urban highway program was forwarded to our Washington Office with deferral of approval recommended for Items 38 and 39 pending a further study of these two projects.

Mr. W. C. Williams was informed of this action and with respect to Item 38, 82nd Avenue project, was requested to furnish information as to the cost of obtaining sufficient additional right of way to provide four, 12' traffic lanes, two 8' parking lanes and a 4' median; also reasons for not providing a separation of the interurban railroad near Johnson Creek, a grade crossing designated by your traffic department as the 9th most hazardous of the 259 crossings on the primary and urban systems. In answer thereto we now have your March 23 letter outlining your long range plans for an ultimate expressway closely parallel to 82nd Avenue. That letter, however, does not provide the information previously requested and although a copy of it will be forwarded to our Division Office today, we do not believe any action will be taken toward approval of the project until such information is received.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
MAR 24 1955
STATE H... COMMISSION

WCW:ms hi
Encl.
cc Mr. W. C. Williams

R. H. Baldock
State Highway Engineer

RECEIVED
MAR 24 1955
FOR FILING

March 23, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is to the request for consideration of widening the proposed 56-foot curb-to-curb width of the extension of the Cascade Secondary Highway (82nd Avenue) from the Portland city limits at Flavel Street southward to approximately King Road. Our proposal for extending the existing 56-foot width, which now extends from US30 on the north (at Mile Point 0.71) to Flavel Street on the south (at Mile Point 6.49), which is a distance of 5.78 miles, is based on the assumption that, while 82nd Avenue will always be a major city street, it will not be a portion of the ultimate highway routing.

We have made a study of plans for an ultimate expressway throughout the length of the Cascade Highway from Oregon City to the Columbia River, and I attach hereto a map and profile indicating the location of the proposed expressway, estimate of cost, et cetera. You will note that the proposed expressway is completely removed from 82nd Avenue except for a section between Sandy Boulevard and N. E. Siskiyou Street, where a tunnel is planned. This tunnel, however, would be constructed in such a manner as not to interfere with the existing 82nd Avenue surface. You will further note that from Flavel Street at the south city limits of Portland the proposed routing would remain east of 82nd Avenue to Johnson Creek Boulevard where it would swing to the west side of 82nd Avenue, where it would be constructed in such a manner as not to interfere with the businesses fronting now and in the future on 82nd Avenue.

The cost to acquire right of way sufficient to widen the proposed improvement from Flavel Street to King Road is greater than the benefits that would be obtained, in that there would be no particular gain in having this 1.5-mile section wider than the 5.78-mile section through the city proper.

We ask your early consideration of the request for improved width and urge your approval based on facts outlined above.

The plans submitted herewith are working diagrams only, and it is requested that they be returned as soon as you have completed your usage of the map and profile.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:ms hi
Encl.
cc Mr. W. C. Williams

RECEIVED
MAR 1 1955
FOR FILING

F-304 (2)
4450

5155

Salem, Oregon
February 25, 1955

Mr. F. B. Crandall

Reference is to discussions had pertaining to possibility of providing a left-turn refuge at the entrance to the drive-in theater on 82nd Avenue.

You have recently submitted a plan which could be fitted into the proposed pavement widening without any work required other than jiggle-bar installation. I am somewhat apprehensive of prohibiting parking for a two-block section (which would be of some detriment to existing businesses on the west side of 82nd Avenue) to provide better access to the drive-in theater. However, I admit that we must look to the safety of the road user and it may be that such a left-turn refuge should be provided. I would suggest, however, that we construct the widened section and then make a further study as to the need of the left-turn refuge. If the studies indicate it is desirable, it can readily be installed without a loss of any expenditure, and I believe that the drive-in theater should pay the costs of the same if it is decided to do so.

Based on the above, I recommend we take no further action until the pavement widening has been completed. If you have other ideas, please advise me.

W. C. Williams

WCW:me

cc Mr. A. G. Skelton

FORM E-90 SSM 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1955

SUBJECT: Provision Left-turn Refuge
Entrance Drive-In Theater
82nd Avenue - Portland
Assignment WCW 5655 - Skelton

To: W. C. Williams
Deouty State Highway Engineer
Office

Dr. Mr. Crandall's office 3-3-55 P.Y

NOTED
W. C. WILLIAMS

I received copy of Mr. Skelton's inter-office of February 10th to you in connection with the above-indicated assignment, all having to do with the possibility of providing left-turn refuge in our plans for 82nd Avenue widening and in the vicinity of the drive-in theater.

Such treatment could be provided within our present right-of-way limits with elimination of curb parking and as per plan attached.

The theater entrance probably generates a greater left-turn volume than any other intersection along this portion of 82nd. However, some question might be raised in providing special facilities with State Funds to accommodate private interest and we can probably expect some criticism. Trafficwise, I think the provision for a left turn would be in order, however, I would suggest that some approach be made to the theater owners looking to the possibility of their financing the additional cost of providing a left-turn refuge, which should not be too great what with jiggle bar treatment rather than heavy channelizing and signalization work.

F. B. Crandall
Traffic Engineer

FBC:jr
Attachment

RECEIVED
FEB 24 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 21 1955

CITY OF PORTLAND

Oregon

C
O
P
Y

February 15, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Glaisyer:

Please be advised that in our letter dated February 10 we neglected to mention that the map approved by the City Council was that on which was included the four-lane pavement on 82nd Avenue from Flavel Street to King Road.

For your convenience, a copy of Commissioner Bowes' report is transmitted herewith.

Yours very truly,

(sgd) Will Gibson

Auditor of the City of Portland

RLM:fd
Enc.

CITY OF PORTLAND

OREGON

February 4, 1955

COPY

TO THE COUNCIL.

Your Commissioner of Public Works transmits herewith a map showing the revised Federal-aid Urban System for the City of Portland, with the area shaded in green being deleted and those shaded in blue being added to the Portland Urban Area.

This map represents the first proposed change since March 13, 1952, at which time the Council approved the tentative map submitted by the State Highway Department. The Highway Commission now proposes these changes in order to make Federal-aid Funds available for construction of the proposed SW Freeway and the extension of the four-lane pavement on 82nd Avenue from Flavel Street to King Road.

Members of the Public Works Coordinating Committee have been contacted and they have approved the proposed changes. Your Commissioner therefore

RECOMMENDS

That the Council approve the map as submitted.

Respectfully submitted,

(sgd) Wm. A. Bowes

Commissioner of Public Works

B:R

RECEIVED
FOR FILING

FORM E30—50M—10-54—79488
F-3(2)
4450
5655

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Portland, Oregon
February 10, 1955

SUBJECT: Assignment No. 5655
C.A. Elliott-82nd Avenue

To: Mr. W. C. Williams
Deputy State Highway Engineer
Salem, Oregon

Dear Sir:

Under date of February 7, 1955, by your assignment No. 5655, you forwarded a post card from a Mr. C. A. Elliott, who has a service station on the west side of 82nd Avenue approximately 6000 feet south of Flavel Street and across 82nd Avenue from the entrance to the drive-in theater. Mr. Elliott was concerned about our plans for the four lane reconstruction schedule on 82nd Avenue (Cascade Secondary) between Flavel Street and the Clackamas overhead crossing over the Southern Pacific, particularly anything we might do to channelize traffic going to the drive-in theater.

Darel Rohrbough stopped in to see Mr. Elliott yesterday, and explained to him about our proposed construction adjacent to his property, and also advised him that we had no definite information concerning any special treatment for a left turn hide out for traffic going to the drive-in theater. H. C. Broadwell had previously shown Mr. Elliott what our plans are at that point, and had mentioned to him the possibility of a left turn hide out at the theater, which could be constructed within our right of way by eliminating parking along the curb line for a short distance each way. Until Mr. Crandall has completed his portion of the design of this project, I do not know that any further information could be given to Mr. Elliott.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith
F. B. Crandall
D. D. Rohrbough
H. C. Broadwell

RECEIVED
FEB 11 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 17 1954
FOR FILING

F-304 (2)
4450

December 16, 1954

Oregon State Highway Commission

Gentlemen:

We have completed the survey for widening to four lanes that portion of the Cascade Secondary Highway (82nd Avenue) from the Portland city limits south to the over-crossing of the Southern Pacific Company's tracks a short distance north of Lake Road, which is the route of the Clackamas Secondary Highway.

Your approval of the survey is recommended.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

WCW:me lg

Highway

T.1S., R.2E.

T.2S., R.2E.

33

32

END OF SURVEY
STA. 468+50

CASCADE HIGHWAY (ORE. 213) Clackamas

HWY. To Estacada

CLACKAMAS

To Oregon City

HWY.

Sou. Pac. Co.

LAKE RD.

CLACKAMAS

To Milwaukie

5

8

9

Portland Urban Bdy.,
Section line

Const. ℄

R/W ℄

30'-80'

R/W

5'

33'

- LAKE ROAD

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 12-15-54

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

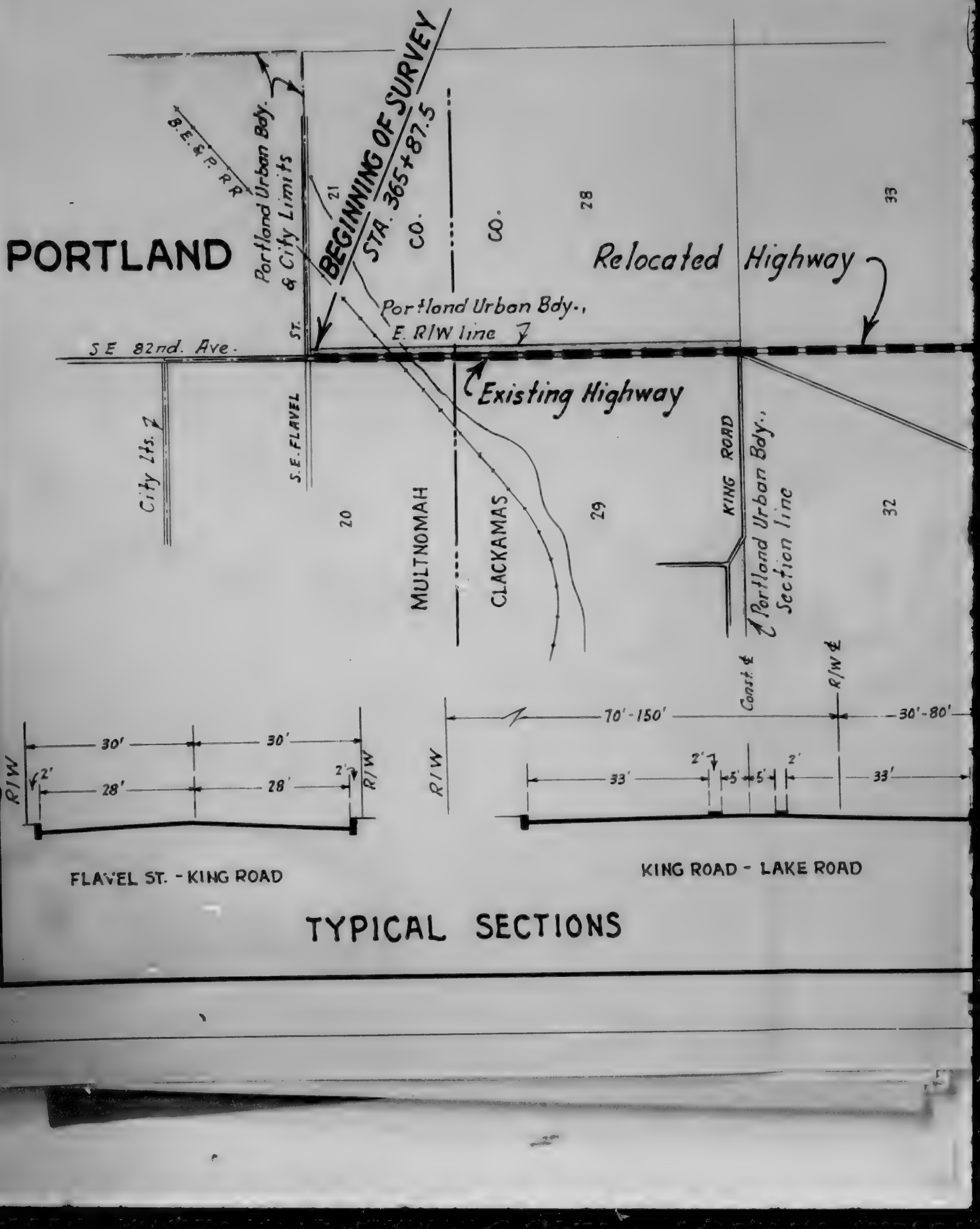
S.E. FLAVEL ST. - LAKE RD. SECTION

CASCADE HIGHWAY

CLACKAMAS AND MULTNOMAH COUNTIES

Scale: 1" = 2000' Dec., 1954

DRG. NO. 1R-5-620



TYPICAL SECTIONS

RECEIVED
MAY 4 1955
FOR FILING

F-2.4(2)
11452

Gen Files

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

Dear Sir:

Herewith seven copies of a sketch map for securing survey approval of the S. E. Flavel St.-Lake Road Section of the Cascade Secondary Highway.

This is a Federal Aid and Federal Aid Urban project scheduled for contracting in February with a budget allocation of $480,000.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:js

Encl.

RECEIVED
OCT 20 1954
FOR FILING

F-304 (2)
4450

October 15, 1954

Mr. Frank Mooney
Route 1, Box 22A
Clackamas, Oregon

Dear Mr. Mooney:

The Governor has referred to this office your letter of October 12 having reference to the proposed new four-lane highway from Oregon City to East 82nd Street as well as matters pertaining to the closure of Deadman Road in the event that a new highway overpass is constructed just south of Clackamas.

In the matter of the new road from Oregon City to East 82nd Street, we have only recently begun our surveys for the proposed route. It will require several months to complete the surveys with all of the alternate proposals that must be studied. We, of course, must be extremely careful to the end that the new highway, when finally constructed, will be in its proper location and not need to be re-routed or abandoned, such as is the case with the existing 82nd Avenue route which can no longer carry present-day traffic. All consideration will be given to the effect on abutting properties, but in the end it must be understood that unnecessary curvature or other defections can not be permitted by reason of their effect on certain properties.

In regard to the Deadman Road, while it may be that keeping this road open would benefit a few properties in the immediate vicinity, the hazard of the crossing (which undoubtedly, if left open, will claim lives of motorists) should indicate that the crossing should be closed, for the benefit of the public as a whole. The construction of the new overhead crossing is of a material amount, some $200,000, and such expenditure is not justified unless the two existing hazards; that is, the Clackamas Road and the Deadman Road, are closed.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCWime

cc Governor Paul L. Patterson

PAUL L. PATTERSON
GOVERNOR

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

October 14, 1954

Mr. Frank Mooney
Route 1, Box 22A
Clackamas, Oregon

Dear Mr. Mooney:

I have your letter of October 12th calling to my attention to some of the problems with respect to the proposed four lane highway from Oregon City to East 82nd Street in Portland.

I am taking the liberty of referring your letter to Mr. R. H. Baldock, State Highway Engineer, with the request that he reply directly to you.

I appreciate your interest in this matter and want to thank you for writing me as you did.

Sincerely yours,

Paul L Patterson

Governor

PLP cs
cc: R. H. Baldock

COPY

Rt 1 Box 221 A
Clarks Mill, Oregon
Oct. 12 1954

Governor Paul L. Patterson
Salem, Oregon

Dear Governor Patterson:

Although I realize you are extremely busy, may I write you a few lines regarding a matter which will effect most of us in this area but especially a very dear old pioneer friend of us all here, Mrs Marie Leuenberger and her family? The proposed new four lane highway from Oregon City to East 82nd St. Portland as recently surveyed would go right back of her door, too close to live in comfort, taking a large walnut and other trees and cutting off most of her land from her house which is located just north Glacier Road on present 82nd Highway a little north of Gladstone city limits. The proposed route continues northward through a rocky section and swamp and apparently strikes one or more houses in Oldsmans before reaching the overhead crossing about a mile north of Clackamas. While I realize the State highway department has a hard job trying to please everyone and also keep within their means, if they should find it imperative to go through Mrs. Leuenberger's place, I hope it will be a much farther distance back.

of her house so that she can continue to live in peace for the few remaining twilight years left for this grand old lady who, I believe, will be eighty years of age next month or very soon anyway and still works as hard as the average person, though stooped and worn with the toil of years. She and her husband John came here over fifty years ago, Mr. Leuenberger being one of the first employees of the old U.S. fish hatchery on Clear Creek, later at the federal hatchery here at Clackamas. John died in 1919. Their two sons went with us to Camp Lewis in 1918, Henry passed away two years later in Oregon and Fred went over with the 77th Division and apparently was gassed in the Argonne and passed away about five years ago. Mrs. Leuenberger has one daughter and one granddaughter left. Imagine Governor, how it would seem, if a busy noisy highway like that game right back of your home where you and your family had worked for years to build a lovely, modest home with all its memories of the past. Mrs. Leuenberger for years gave unselfishly of her time as a

midwife and nurse, practically all without pay and, as she said telling me today of all the children she helped bring into this world she never lost one.

We are in hopes, Governor, that the commission can see fit to keep the 82nd highway located here where it is from Gladstone north. When our folks located here nearly seventy years ago and went without many necessities of life to pay the interest sometimes 10%, on the mortgage, so they and their children might enjoy the homes after years, little did they dream that their main road, 82nd, would be relegated to a secondary one with not even a parking strip along here wide enough to get off the pavement to fix a tire and unnecessarily deep ditch in front of our I wrote to the State Highway Commission about it and the dangerous condition of Market and Hedman but ~~to~~ ~~junction~~ of 82nd but didn't seem to get far with them. They claim the junction matter was up to Clackamas County. It could easily be remedied by moving the 82nd pavement over west fifty feet or more but no one has done anything about it all these years. Now they propose to close our only crossing in the close vicinity, on Market Road to Piedmont cut off. That will leave most of our acreage on a dead end road. I hope Safeway will not get disgusted and pull

out and leave their multi million project, but it seems one could not blame them altogether if they did, as they had a right to expect to use the road 16 going south when they invested about $100,000 in land here. The proposed overpass near Clackamas is I believe, a worthy and much needed project but I do not think that our county commissioners have been at fault in trying to keep Redman Road open and it will help the situation if Safeway can be induced to build. The proposed improvement of Fairfield Ave. from Safeway to the overpass would help greatly, even if Redman Road is kept open.

I hope that when the four lane 82nd road is built that an underpass can be established somewhere in the Clackamas area so that the Estacada Road traffic can go under the four lane to Milwaukie and especially that a pedestrian underpass can be built, as there will be the Clackamas grade school, churches, stores etc. on the east side and we hope someday a church and highschool on the 24 acre tract on the west purchased by the Catholic Archdiocese, the highschool to serve the Oregon City and Milwaukie parishes, and there will of course be the public highschool near the junction of Lake and Webster Roads two miles

understand a petition was circulated a few years ago to keep the 82nd road where it is and over 200 names secured on it but that one paper with a large number of names on it disappeared and I don't know if this paper ever reached its proper destination or not.

Regarding the overpass delay in construction, it appears that the railroad company is very independent in the matter. According to its answer to the state utilities commissions, it appears that only if both crossings are closed, will they pay toward the overpass and then only a certain share of the cost of that part only which lies over the railroad right of way. According to the newspaper, I understand one of the county commissioners offered to make this up to the extent of $2,500 if the railroad company did not pay and still the highway commission seems to hold out for closure of Dedman crossing. I think the railroad company should pay more than ten per cent of the total cost as originally requested, as it is maintaining the real hazard with its trains and is making a large amount of money on freight dividends even though its expenses are high.

Mr Earl Hogg of Salem can tell you a good deal of the situation here, being familiar with the locality and many of the residents here.

I was sorry to hear of the death of your friend Harold Bond of Forest Grove last Fri. He was scheduled for an operation Oct 21st after another man and I, but ours took a little longer than expected, so his was delayed temporarily and he went home for a while and later I read where he passed away. I never heard whether he had the operation. I liked him very much.

With kind regards and wishing you success in your campaign for governor, I am Sincerely yours, Frank Mooney

Pensioner and resident farmer.

Oregon National Guard

Thiessen Rd

Jantzen Rd

Clackamas Ave

Clackamas

Planing Mill

Sawmill

Store

Center Ave.

Thomas Wilson

Strawberry Lane

Fish Hatchery

Clackamas River

RECEIVED
SEP 14 1954
FOR FILING

F-304 (2)
4450

September 13, 1954

Mr. Robert Jones,
Clackamas County Commissioner
Court House
Oregon City, Oregon

Dear Sir:

I hand to you herewith a copy of the reconnaissance map on revised 82nd Street route. This is approximate only. Accurate location will shortly be made.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc to: H. G. Smith

RECEIVED
JUL 19 1954
FOR FILING

F-204 (1)
4-1(2)

July 16, 1954

Oregon State Highway Commission

Gentlemen:

You will recall that a few months ago I presented to you a recommended plan for improvement of the Canemah Secondary Highway (82nd Street) between Oregon City and the Portland city limits. Appearing before the Commission were delegations representing Clackamas County and the Cities of Oregon City and Gladstone. The plan as presented was accepted by you and was well received by Clackamas County and the two Cities above mentioned.

This improvement will need to be made in the not too distant future, and I am of the opinion that the survey should be made now so that we can determine the necessary right of way and acquire it as necessary to eliminate expensive improvements that might otherwise result thereon.

This matter will be on the next agenda for your consideration, and it is respectfully requested that you grant authority to make the location survey from the Clackamas Overcrossing on the north end to Oregon City on the south. The survey is in process of being completed from the Clackamas Overcrossing north to the Portland city limits.

Very truly yours,

A. M. Baldock
State Highway Engineer

cc Mr. H. G. Smith

WCW:me fp

RECEIVED
MAR 2 1954
FOR FILING

E-204 (C)
4450

March 1, 1954

Senator Howard C. Belton
R. 1, Box 539
Canby, Oregon

Dear Senator Belton:

I am sorry I was not in when you came into the office, and I am attaching hereto a reconnaissance report of the 82nd Street route, with a recommendation as to the selection of routes.

At the present time there is before the Congress the enactment of the 1954 Road Act. From the bills that have been presented there appears to be a possibility of securing some additional federal funds for the building of roads.

As soon as the road bill finally passes the Congress and the terms, conditions and amounts are known, then the Highway Commission will start the study of the new two-year program for the calendar years of 1955-56. During the time the Commission is studying the formulation of such a program, I am sure that the members will give careful consideration to the application of the people of Clackamas County for the building of this road. After the federal road bill is passed, if you desire to discuss the matter with the State Highway Commission, I will be more than pleased to make arrangements for you to do so.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl. (Letter to Commission 12-22-53)

RECEIVED
FEB 8 - 1954
FOR FILING

F-3.1 (2)
4450

February 5, 1954

Mr. Merrill Brown, President
Oregon City Chamber of Commerce
Oregon City, Oregon

Dear Mr. Brown:

Pursuant to your request, I am attaching hereto a copy of the report made to the Oregon State Highway Commission under date of December 22, 1953, relating to the proposed relocation of 82d Avenue from the Portland city limits to Oregon City.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.

STATE HIGHWAY COMMISSION MEETING

Delegation Clackamas County Court, Oregon City Common Council, and Oregon City Chamber of Commerce

Date January 22, 1954

Time 2:00 p.m.

Name	City or Town	Capacity
✓ Wallace R. Telford	Oregon City	County Judge
✓ Walter Buse	" "	City Chamber of Commerce
Ed Carswell	" "	Secty., Oregon City C. of C.
✓ Bob Wyrick	Gladstone	Businessman
Paul Sauve	Oregon City	Chamber of Commerce
✓ Merle ~~Merrick~~ Brown	Gladstone	Businessman
✓ Stan Skoko	Oregon City	County Commissioner
✓ Jones		Co. Commissioner

COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 3270

Page 3 (Oregon City cont'l) **D E L E G A T I O N S**

2:00 p.m.

Date of Meeting January 22, 1954 State Highway Commission

NAME	ADDRESS (City or Town)	BUSINESS (Capacity)
Commissioner Bob Jones	Oregon City	Clackamas County Court
D. G. Dunmire	Gladstone	Businessman
Ray Dunmire	"	"

Wallace R. Telford
WALLACE R. TELFORD
County Judge

WRT/mp

NOTED
H. B. GLAISYER

Private Judge Telford 1/5/54
following telephone call from him
received 15 minutes or so earlier
at 2:00 PM HBG

D

COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 3278

Page 2

D E L E G A T I O N S

Oregon City (cont.)

Date of Meeting Jan 22, 1954 2:00 p.m.

State Highway Commission

NAME	ADDRESS (City or Town)	BUSINESS (Capacity)
C. H. McKilrr	Oregon City	Member, Oregon City C of C

Sincerely yours,

Wallace R. Telford

WALLACE R. TELFORD
County Judge

WRT/mp

NOTED
H. B. GLAISYER

I wrote Judge Telford 1/5/54 following telephone call from him. Received 15 minutes on Jan 22 statement at 2:00 PM

COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 3270

COUNTY OF CLACKAMAS

COUNTY COURT

COUNTY COURT HOUSE OREGON CITY, OREGON

AGENDA
JAN 2 1 1954

January 5, 1954

Mr. H.B. Glaisyer, Secretary
State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Recent local newspaper releases state that the Highway Commission will consider the realignment of 82nd Street at its January meeting.

Representatives of Oregon City, the County Court and the Oregon City Chamber of Commerce would like a few minutes to speak in favor of this project.

Please advise if this can be arranged.

Sincerely yours,

Wallace R. Telford

WALLACE R. TELFORD
County Judge

WRT/mp

NOTED
H. B. GLAISYER

I would guess Telford 1/5/54
following telephone call from him
Received 11 minutes in per 22 statutes
at 2:00 PM

RECEIVED
FOR FILING

December 31, 1953

Mr. John J. Winn, Jr.
General Manager
The Port of Portland
Swan Island
Portland 18, Oregon

Dear Mr. Winn:

Mr. R. H. Baldock, State Highway Engineer, has handed me your letter of December 17, 1953 inquiring as to the action that may have been taken by the State Highway Commission on your letter of November 10, 1953 concerning development of an entrance roadway to Portland International Airport by extending N. E. 82nd Avenue.

As stated to you in his letter of December 2, 1953, Mr. Baldock discussed this matter with the members of the Commission at its last meeting. He pointed out that there is a traffic interchange at the intersection of the T. H. Banfield Expressway and N. E. 82nd Avenue, that N. E. 82nd Avenue presently is a four lane facility northerly from the T. H. Banfield Expressway to its intersection with Sandy Boulevard, and that to improve that particular section would require an expenditure of a large sum of money which this increase of traffic would not justify. He also pointed out that N. E. 82nd Avenue north of Sandy Boulevard and extending to Killingsworth Avenue presently is a two lane facility which should be reconstructed within the next few years to provide a four lane facility because it is part of the state highway system and carries a considerable volume of traffic.

The proposed highway to extend northerly from Killingsworth Avenue to the expanded airport is not a state highway but will be a county road which will require some new construction and improvement. This road can be placed on the Federal Secondary Highway System and as such can be built with 60% Federal funds, 20% State funds, and 20% County funds if the county desires.

The Commission gave this matter very careful consideration, but could not see its way clear to do what you ask. Funds are not available to the Commission at this time to finance improvement of any portion of N. E. 82nd Avenue between the T. H. Banfield Expressway and Killingsworth Avenue, but I was instructed to inform you that the Commission will give consideration to the improvement of the section between Sandy Boulevard and Killingsworth Avenue sometime in

the future when funds can be spared to finance the work. As to the proposed road north of Killingsworth Avenue, it is the feeling of the Commission that this is a county concern rather than a state problem, and accordingly the suggestion was made that you discuss the matter with the county officials of Multnomah County.

In the last paragraph of your letter of December 17th you request an opportunity to discuss certain aspects of this matter further with Mr. Baldock. Mr. Baldock has asked me to tell you he will be glad to discuss the matter with you whenever it is convenient for you to call at his office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

If the county desires.

FORM E-122 80M REVISED 4-53

RECEIVED
JAN 1 - 1954
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

F 304 (2)
4-450

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 29, 1953

Mr. John J. Winn, Jr.
General Manager
The Port of Portland
Swan Island
Portland 18, Oregon

Dear Mr. Winn:

Mr. R. H. Baldock, State Highway Engineer, has handed me your letter of December 17, 1953 inquiring as to the action that may have been taken by the State Highway Commission on your letter of November 10, 1953 concerning development of an entrance roadway to Portland International Airport by extending N. E. 82nd Avenue.

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The proposed highway extending northerly from Killingsworth Avenue to the expanded airport will require some new construction and improvement of some other roads, none of which are on the state highway system.

The Commission gave this matter very careful consideration, but could not see its way clear to do what you ask. Funds are not available to the Commission at this time to finance improvement of any portion of N. E. 82nd Avenue between the T. H. Banfield Expressway and Killingsworth Avenue, but I was instructed to inform you that the Commission will give consideration to the improvement of the section between Sandy Boulevard and Killingsworth Avenue sometime in the future when funds can be spared to finance the work. As to the proposed road north of Killingsworth Avenue, it is the feeling of the Commission that this is a county concern rather than a state problem, and accordingly the suggestion was made that you discuss the matter with the county officials of Multnomah County.

FORM E-123 50M REVISED 4-53

RECEIVED
JAN 1 - 1954
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

F-304 (2)
4450

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

December 29, 1953

Mr. John J. Winn, Jr.
General Manager
The Port of Portland
Swan Island
Portland 18, Oregon

Dear Mr. Winn:

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Mr. John J. Winn

December 29, 1953

In the last paragraph of your letter of December 17th you request an opportunity to discuss certain aspects of this matter further with Mr. Baldock. Mr. Baldock has asked me to tell you he will be glad to discuss the matter with you whenever it is convenient for you to call at his office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
FOR FILING
F-3416
4450

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

December 22, 1953

Merrill Brown
Pres. Co. Commission
Ore City

Oregon State Highway Commission

NOTED
State Highway Engineer

Gentlemen:

Pursuant to your instructions, I am making a report of the reconnaissance estimates of several routes between the south city limits of Portland and Oregon City along and near 82nd Avenue. Between Flavel Street, which is the south city limits of Portland, and King Road, a distance of 1.49 miles, the cost of four-lane construction is estimated to be $200,000, and that appears in the tentative program for the 1956 federal-aid primary funds for contracting in 1955.

From King Road to point A on the attached map, which point is immediately south of the viaduct over the Southern Pacific tracks on 82nd Avenue, the cost of improvement on 1.60 miles, including the widening of the railroad viaduct, will be $280,000; therefore, on all of the different lines discussed henceforth between point A and Oregon City, point F, should be added $480,000, of which $200,000 has been programmed.

The first line discussed is a line shown in blue which leaves 82nd Avenue at point A and extends to point F by way of A-B-C-D. The cost of four lanes on this route will be $1,341,000. Since it is necessary to build a new bridge at Parkplace, regardless of the location selected, the cost of a two-lane bridge at Parkplace is added to this comparison, amounting to $200,000, which makes a total cost of $1,541,000. The benefit quotient is 1.09. This line involves a grade separation for southbound traffic over US99E at point C. If this grade separation is not built and in lieu thereof a simple channelized intersection with traffic light is installed at point D, the cost will be reduced to $1,443,000. The benefit quotient of this line is 1.53. This, however, does not take into consideration the delays to traffic on 99E by reason of the traffic light.

It is planned at some time in the future to extend the Clackamas River secondary due west to connect with 82nd Avenue, involving a grade-separation project with the Southern Pacific Railroad, as indicated by the dotted green line on the map. It would be possible to continue this extension to the line A-E-F, the red line, but it would not be feasible to continue it to line A-B-C-D, the blue line. This road carries a great deal of traffic, particularly log traffic, and it should be given consideration in the relocation of 82nd Avenue. The relocation by line A-E-F, the red line, would serve admirably for this extension as shown.

See Wise delegation
MAP

The red line, A-E-F, on a four-lane basis, would cost $1,702,000. This, of course, would involve a four-lane crossing of the Clackamas River at Parkplace. The benefit quotient by this line is 2.95.

The green line, A-E-B-C-D-F, on a four-lane basis would cost $1,582,000 after adding the $200,000 for the two-lane Parkplace Bridge over the Clackamas River. This would involve a grade separation of the Pacific Highway East at point C for southbound traffic. The benefit quotient of this line is only 0.51. If the grade separation be eliminated and a channelized intersection with traffic-control light be made at point D, the cost would be $1,484,000, including the $200,000 Parkplace Bridge. The benefit quotient by this line is 0.95.

As you will recall, the benefit quotient is the ratio between the annual benefits to the road user, represented by the savings in the operation cost of motor vehicles and in time savings to vehicle operators and passengers, and the annual road cost, including the amortization of the investment, maintenance and operation.

From this analysis it is readily apparent that the line that will give the greatest benefits to the greatest number of people is the red line, A-E-F, with a benefit factor of nearly 3.0, involving a cost of $1,702,000. The total cost to complete a four-lane highway from Portland to Oregon City is $2,182,000, of which $200,000 is now programmed. This plan involves grade separations of the more important roads.

As a minor deviation, the location could cross the Southern Pacific Railroad and enter Oregon City via Washington Street, but this route would cost $224,000 more and is not recommended.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

OREGON CITY
Abernethy Cr
D-F 1.14 Mi.
F
Main St
Mt Pleasant School
Bolton
Canemah
5
6
13

Clackamas River Drive

Clackamas

E

5,000 ADT

5,000 ADT

A-E-B 3.30 Mi.

4,500 ADT

Chautauqua Grounds

7,500 ADT

Abernethy Cr

A-B 2.98 Mi.

4,500 ADT

Gladstone

B

Meldrum

A-D 0.58 Mi.

D-F 1.14 Mi.

B-C-D 3.80 Mi.

D

C

Jennings Lodge

JENNINGS BAR

R. 2 E.

R. 1 E.

Bolton

Concord School

Flavel - A 3.10 Mi.

7,250 ADT

A-E-F 4.67 Mi.

7,250 ADT

O'xing

A

Clackam

Harmony School

Wichita School

Kellogg

Creek

Conc

29

32

5

8

30

31

6

7

Flavel A 3.10 Mi.

Harmony School

Wichita School

32

33

29

30

Luther

MULTNOMAH CO.

CLACKAMAS CO

CITY LIMITS FLAVEL

CITY

CITY LIMITS

AVE.

4 p

COMMISSIONERS
W. L. WILLIAMS, PRESIDENT
L. H. HOFFMAN, VICE-PRESIDENT
ROBERT H. ATKINSON, TREASURER
PHILIP L. FIELDS, SECRETARY
E. F. DOYLE
EDWIN C. DWYER
EDMUND HAYES
CLYDE RAABE
FRANK M. WARREN, JR.

GENERAL MANAGER, JOHN J. WINN, JR.

The Port of Portland

Swan Island • Portland 18, Oregon

December 17, 1953

Mr. R. H. Baldock, State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

Thank you for your letter of December 2nd in which you informed The Port of Portland that the State Highway Commission would consider the improvement of 82nd Avenue from its connection with the Banfield Expressway northerly to connect with the expanded Portland International Airport.

I have since seen in the paper something concerning action of the Commission in this matter, and I wish to thank you for your cooperation and courtesy. When we have received your official notification of the action taken, I would like the opportunity of discussing certain aspects of this matter further with you in order that I may have your advice.

Very truly yours,

THE PORT OF PORTLAND

JJW:se

JOHN J. WINN, JR.
General Manager

REFERRED TO
Glanzer
Please see me
Want to discuss

ANSWERED
4 8

RECEIVED
DEC 21 1953

RECEIVED
DEC 4 - 1953
FOR FILING

F-2.4 (2)
4170

December 3, 1953

Mr. Haseyer's Copy
to him - 9-19-55
pg

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter from the Port of Portland in which the Commission is asked to build a connection between the Banfield Expressway and the new airport by way of 82nd Avenue extended. Little improvement can be made to 82nd Avenue from the expressway to Sandy Boulevard without the expenditure of a large sum of money, but the Highway Commission should widen to a four-lane facility that portion from Sandy Boulevard to Killingsworth Avenue which is now a state highway. It is only about one-half mile from Sandy Boulevard to Killingsworth Avenue. The existing highway should be reconstructed, and this will probably be done within the next few years with regular moneys available to Division No. 1.

From Killingsworth Avenue north to the expanded airport would require some new construction and some improvement of existing county roads. None of this area is on the state highway system, and I would not recommend that it be placed thereon. This would appear to be a matter between the Port of Portland and Multnomah County, and I recommend denial of the request that the State make the connection.

This matter will be on the next agenda, and I will have a map indicating requested improvements.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

WCW:me fp

December 2, 1953

Mr. John J. Winn, Jr.
General Manager
The Port of Portland
Swan Island
Portland 18, Oregon

Dear Sir:

This letter is in reply to yours of November 10 asking the State Highway Commission to consider improvement of 82nd Avenue from its connection with the Banfield Expressway northerly to connect with the expanded Portland International Airport. I will discuss this matter with the Highway Commission at its meeting next week, after which I will advise you of the action taken.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. Williams

COMMISSIONERS
W. L. WILLIAMS, PRESIDENT
L. H. HOFFMAN, VICE-PRESIDENT
ROBERT H. ATKINSON, TREASURER
PHILIP L. FIELDS, SECRETARY
E. F. DOYLE
EDWIN C. DWYER
EDMUND HAYES
CLYDE RAABE
FRANK M. WARREN, JR.

GENERAL MANAGER, JOHN J. WINN, JR.

The Port of Portland

Swan Island • Portland 18, Oregon

November 10, 1953

REFERRED TO
M. Williams
By State Highway Engineer
Please prepare an answer to this.

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Port of Portland is currently engaged in the development of a new terminal area at Portland International Airport.

Among the problems facing the Port in this development is that of highway access to downtown Portland.

You will note on the enclosed Preliminary Master Plan that the proposed access road to the terminal building approaches from N. E. 82nd Avenue. From this point on 82nd Avenue the shortest route to the city is south to Cully Road to N. E. 57th Avenue; thence to Sandy Boulevard; thence on Sandy to Burnside, to downtown Portland.

However, this route is not necessarily the quickest, since during shopping hours there is a traffic slow-up in the Hollywood district and, further, N. E. 57th Avenue is a very narrow street.

Other routes are, of course, available - such as via Interstate to Lombard; thence east to Cully Road. However, we feel that no existing route furnishes the rapid access necessary for a busy airport which is expected to enplane and deplane about 1,000,000 passengers per year by 1965. The attached exhibit A shows statistics and forecasts of business at Portland International Airport. These figures are from the report by Leigh Fisher & Associates, "A Terminal Building and Financial Analysis for Portland International Airport."

We therefore suggest that consideration be given to the improvement of N. E. 82nd Avenue from the Banfield express highway north to Killingsworth and the extension of 82nd Avenue from Killingsworth north to the airport access road shown on the Preliminary Master Plan.

It may be that the above route is the one that would best serve the airport. However, you have traffic studies, completed or pending,

THE PORT OF PORTLAND

which may indicate a better route, in which event we would appreciate being informed of your thinking.

Our present planning calls for completion of the terminal building and supporting facilities by January 1, 1959.

Thank you very much for your co-operation in this matter.

Very truly yours,

THE PORT OF PORTLAND

JOHN J. WINN, JR.
General Manager

JTS/r

RECEIVED
NOV 12 1953
OFFICE OF
STATE HIGHWAY ENGINEER

THE PORT OF PORTLAND

EXHIBIT A

TRAFFIC AT PORTLAND AIRPORT, 1952
AND ESTIMATES FOR 1965 AND 1975

	PASSENGERS	MAIL (tons)	CARGO (tons)
1952 (actual)			
On	237,221	789.9	1,604.3
Off	233,787	790.7	1,884.9
Total	471,008	1,580.6	3,489.2
1965			
On	499,000	3,190	7,140
Off	499,000	3,190	8,400
Total	998,000	6,380	15,540
1975			
On	648,000	7,000	13,250
Off	648,000	7,000	15,580
Total	1,296,000	14,000	28,830

SUMMARY - ESTIMATED AIR TRADE
Portland International Airport

	1952	1965	1975 trend
Passengers on & off	471,008	998,000	1,296,000
Mail - Tons on & off	1,581	6,380	14,000
Cargo - Tons on & off	3,490	15,540	28,830
Based Aircraft	35	200	300
Aircraft Operations	96,000	140,000	200,000

From "A Terminal Building &
Financial Analysis for
Portland International Airport"
by Leigh Fisher & Associates

JTS/r
10/10/53

N.E. Brazee St. O'Xing

N.E. Tillamook St. UnderXing

250

N.E. Halsey St. Viaduct - Sullivan Gulch

N.E. Multnomah

N.E. Hassalo

N.E. Pacific

Existing Paved Street

N.E. Killingsworth Ave.

Columbia Blvd.
U.P.R.R.

N.E. Prescott St.

N.E. Skidmore St.

Sandy Blvd.

N.E. 82nd Ave.

Existing Pavement

6"

150

200

c. 1953

Existing Paved Road

No Existing Street

N.E. Alderwood Drive

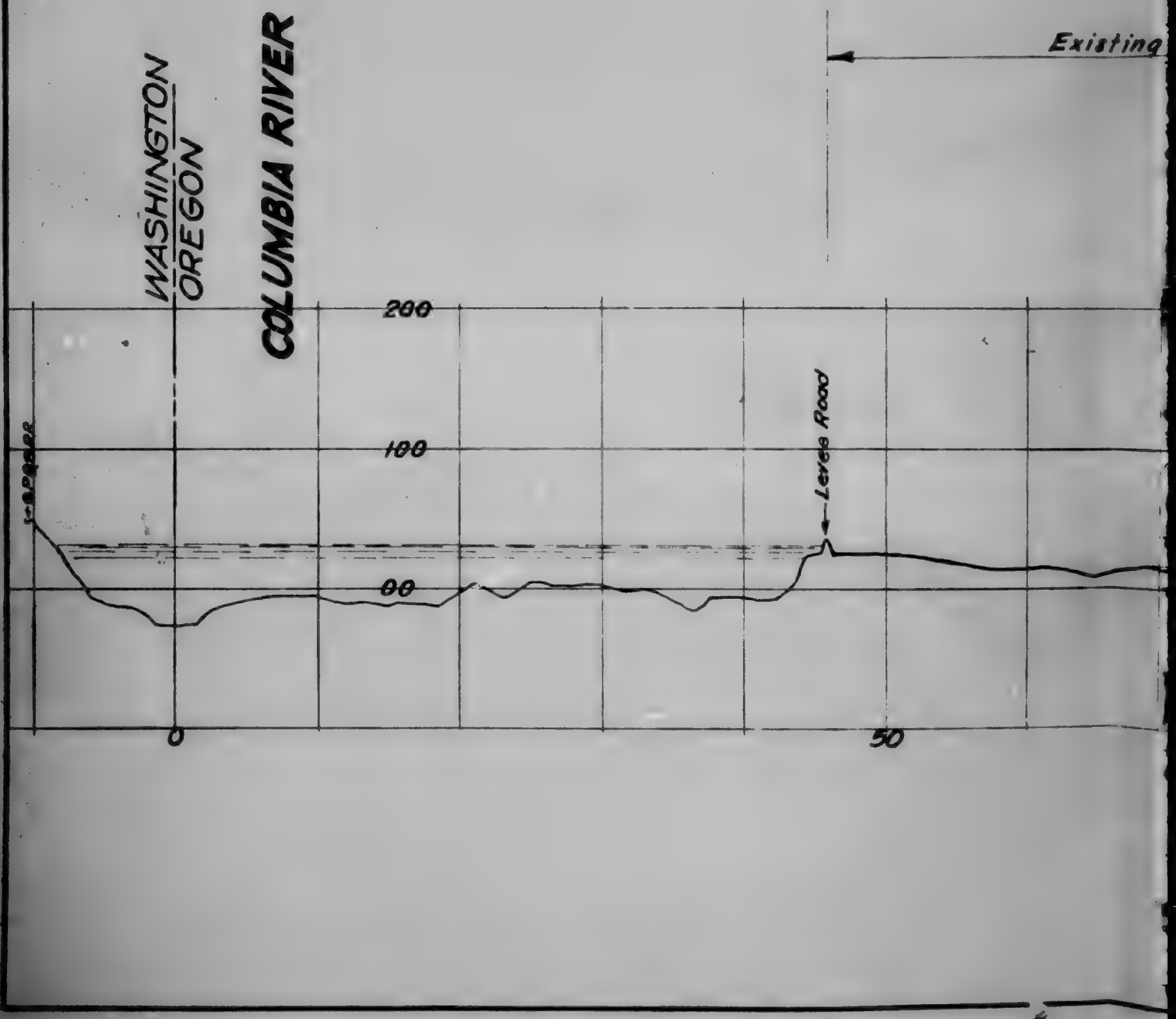
Columbia Slough

60

100

PROFILE
N. E. 82ND AVE.

SCALE :- HOR. 1"=1,000', VERT. 1"=100' DEC. 1953



CONSTRUCTION - THIRD STEP

RUNWAYS TO BE USED - THIRD STEP

TAXIWAYS TO BE USED - THIRD STEP

PLAN BY
BURNS, BEAR, McNEIL & SCHNEIDER

Scale: 1" = 600'

EXHIBIT D

THE PORT OF PORTLAND
PORTLAND INTERNATIONAL AIRPORT

PRELIMINARY STUDY
MASTER PLAN

DRAWN BY V.W.C. CHKD BY DATE 11-21-52

SUBMITTED BY

APPROVED BY

APPROVED BY

Drwg No 52-17-4

NOTE

This Study Was Made to Determine Areas Required for Terminal Units and Ground Facilities and is not Intended to Show Exact Location or Design of Buildings, Roads, Aprons etc.

RIVER

20

1500'

300

N45°E

300 X 3245

300 X 3497 EAST

300 X 1100

CLUB HOUSE

DEVELOPMENT AREA 61 AC

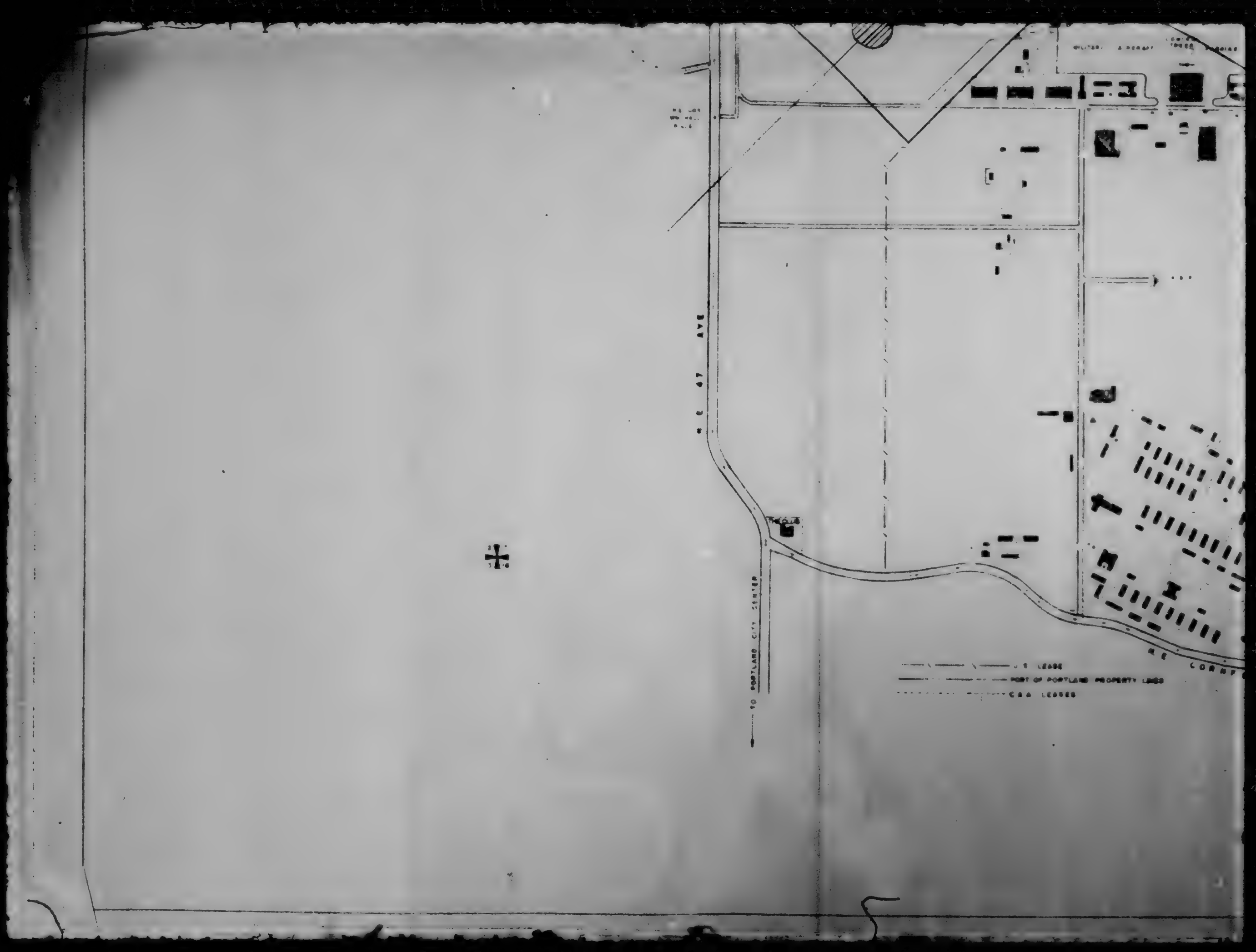
750'

50' CLR

SIDE ACCESS AND FOOTPATH

NWAY

200 X 4800
SITE
50'
NORTH
725'
725'
310'
750'
28'
DEVELOPMENT AREA 69 AC
TAKE OFF
GRAPHIC SCALE


TO PORTLAND CITY CENTER
U.S. LEASE
PORT OF PORTLAND PROPERTY LINES
C.A.A. LEASES

E-W RUNWAY
TO BE USED AS A TAXIWAY

SW - NE RUNWAY

NW ESE

NE FLOOD RD

COLUMBIA

THE PORT OF PORTLAND

MARINE

DRIVE

+20

254 Ac. ±

NW-SE RUNWAY

E-W RUNWAY
TO BE USED AS A TAXIWAY

300

PLANIMETRIC MAP

OREGON - WASHINGTON
PORTLAND No. 19
(see diagram)

35′ (T-8676) R. 2 E. 34′ (T-8677)

1,474 000 FT.
Wash.S.

122° 33′
45° 36′

WASHINGTON
OREGON

CLARK CO
MULTNOMAH CO

GAULD

C O L U M B I A R I V E R

Lower Pt

PILE JETTY

RIPRAP

LEM 2
USE

DOLPHIN

PILE JETTY

RIPRAP

DOLPHIN

SAND ISLAND

102,000 FT.
Wash.S.

LEMON ISLAND

GOVERNMENT ISLAND

PILING

MULTNOMAH

CLACKAMAS

ARCHORED CATWALKS

COLUMBIA MOORAGE

UNDERGROUND PIPE LINE

ALDER 2
USE

CLUB HOUSE

GAME REFUGE

PILING AREA

ALDERWOOD
COURSE

NE MARINE DRIVE BOUNDARY

MARINE DRIVE
HOUSEBOAT MOORAGE

ARCHORED CATWALKS

DOLPHINS

PILING AREA

DOLPHINS

10 FT BARE

LOG AREA

COLUMBIA
DIARY FARM

ROAD ON SEA DIKE

PILING AREA

PILING AREA

DEBRIS

SAND ISLANDS AND BARS ARE SUBJECT

UNITED STATES
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

PLANIMETRIC MAP

(T-8675)

1,464,000 FT.
Oreg. N.

122° 36'
45° 36'

35'

(T-8676) R. 2 E.

34'

710,000 FT.
Oreg. N.

C O L U M B I A R I V E R

JUDGE 2 USE

NE MARINE DRIVE

DIKE JETTY

OLD JETTY

RIPRAP

15 FT BANK

DOLPHINS

MARINE ST.

MOORAGE

HANGAR

PILING

MULTNOMAH

CLACKAMAS

ANCHORED

CATWALKS

COLUMBIA MOORAGE

CLUB HOUSE

GAME REFUGE

PILING AREA

NE MARINE DRIVE BOUNDARY

UNDERGROUND PIPE LINE

ALDER 2 USE

PORTLAND AIRPORT
(LEASED BY THE U.S. GOVERNMENT)

U.S. ARMY TARGET

NE COLUMBIA BOTTOM ROAD

ALDERWOOD GOLF COURSE

Lower Pt

LEM 2 USE

LEMON

MARINE DRIVE HOUSEBOAT MOORAGE

COLUMBIA DIARY FARM

ROAD ON 30 FT DIKE

Utgreive

AVE

END

DLC

T.1N.
(T-8681)
A Whittaker DLC
NE 82ND AVE
PORTLAND ARMY AIRBASE
Columbia Slough
NE ALDERWOOD ROAD
T Cully DLC
GOLF COURSE
COLWOOD
NE COLUMBIA BLVD
NE 60TH AVE
H. Holtgreive DLC
0.92 Mi.
NE 82ND AVE
NE 60TH AVE
LOMBARD ST
G M Long DLC
COLUMBIA DAIRY FARM
PUBLIC AREA

T.1N.

(T-868S)

35

ISLAND

SAND ISLANDS AND BARS ARE SUBJECT TO CHANGE DURING FLOOD STAGES

NE MARINE DRIVE

C Stevenson DLC

9
16

NE LIBERTY ST

NE HOLMAN ST

NE 82ND AVE

NE 87TH AVE

NE 88TH AVE

NE 89TH AVE

NE 90TH AVE

NE 91ST AVE

NE 92ND AVE

NE 94TH AVE

NE 95TH AVE

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NE 1602ND AVE

NE 1603RD AVE

NE 1604TH AVE

NE 1605TH AVE

NE 1606TH AVE

NE 1607TH AVE

NE 1608TH AVE

NE 1609TH AVE

NE 1610TH AVE

NE 1611TH AVE

NE 1612TH AVE

NE 1613TH AVE

NE 1

0.71 Mi.

1.00 Mi.

Columbia Slough

G M Long DLC

E L Quimby DLC

Parkrose

Parkrose School

Parkrose School

St Rita Church

Nazarene Chapel

Our Savior Church

Columbia Blvd

Sandy Blvd

Union Pacific

NE 82ND AVE

NE 88TH AVE

NE 92ND AVE

NE 100TH AVE

NE 102ND AVE

NE 105TH AVE

NE 108TH AVE

Columbia Slough
COMFORT ROAD
Pond
NE ALDERWOOD
COLWOOD
GOLF COURSE
A Whittaker DLC
NE 33RD AVE
T Cully DLC
NE ALDERWOOD ROAD
100 Mi.
G M Long
BM 634
49
NE COLUMBIA BLVD
BM DOLB
66
BYP 30
GRAVEL
ASPHALT PLANT
CLUB HOUSE
34
NE AINSWORTH ST
GRAVEL PIT
NE SIMPSON ST
LOMBARD
GRAVEL PIT
GRAVEL PIT
GRAVEL PIT (ABAND)
NE COLUMBIA BLVD
UNION PACIFIC
TRAILER CAMP
TRAILER CAMP
MON (d) 18
17
19
20
NE KILLINGSWORTH AVE
NE ORLEY ST
NE ROSELAWN ST
NE SUMNER ST
NE ALBERTA ST
NE WYSANT ST
NE PRESCOTT ST
GRAVEL PIT
GRAVEL PIT
NE CULLY BLVD
NE 42ND AVE
NE 47TH AVE
NE 52ND AVE
NE 57TH AVE
NE 60TH AVE
NE 72ND AVE
NE 75TH AVE
NE 82ND AVE
NE 87TH AVE
NE 92ND AVE
BM 1328
OZM
17
16
BM BERI
20
21 MON (d)
NE KILLINGSWORTH AVE
NE SUMNER ST
NE WEBSTER ST
NE ALBERTA ST
NE HUMBOLT ST
NE WYSANT ST
NE GOING ST
NE PRESCOTT ST
NE 80TH AVE
NE 82ND AVE
NE 87TH AVE
NE 92ND AVE
133
88,000 FT.
Wash.S.

88,000 FT.
Wash.S.

692,000 FT.
Oreg.N.

45° 33'
45° 33'

PORTLAND

ARFA

Rocky Butte

Rocky

Gregory Heights School

ROSE CITY MUNICIPAL GOLF COURSE

St Anns Church

Our Savior Church

SHRINE HOSPITAL

SANCTUARY OF OUR SORROWFUL MOTHER MONASTERY

HILL MILITARY ACADEMY

Daly Presbyterian Church

Faith Lutheran Church

CITY LIMITS

GRAVEL PIT

Intermittent Ponds

131 Mi.

BM 1328

BM 1380

NE WYGANT ST

NE PRESCOTT ST

NE SKIDMORE ST

NE MASON ST

NE FAILING ST

NE ALTON ST

NE BEECH ST

NE FREMONT ST

NE KLICKITAT ST

NE SISKIYOU ST

NE MORRIS ST

NE STANTON ST

NE ALAMEDA ST

NE SACRAMENTO ST

NE BRAZEE ST

NE THOMPSON ST

NE SANDY BLVD

NE 42ND AVE

NE 57TH AVE

NE 60TH AVE

NE 72ND AVE

NE 82ND AVE

NE 92ND AVE

NE 122ND AVE

NE 130TH AVE

NE 133RD AVE

NE 138TH AVE

NE 139TH AVE

NE 142ND AVE

NE 148TH AVE

NE 152ND AVE

NE 162ND AVE

NE 172ND AVE

NE 181ST AVE

NE 182ND AVE

NE 192ND AVE

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NE 432ND AVE

NE 442ND AVE

NE 452ND AVE

NE 462ND AVE

NE 472ND AVE

NE

Rocky Butte

Parkrose School

Parkrose School

St Rita Church

Our Savior Church

Nazarene Chapel

St Anns Church

SANCTUARY OF OUR SORROWFUL MOTHER MONASTERY

HILL MILITARY ACADEMY

HILL MILITARY ACADEMY

ROCK QUARRY

ARMORY

SHRINE HOSPITAL

MOTEL

ROCKY BUTTE

ROCKY BUTTE

BEACON

ROCKY BUTTE ROAD

ROCKY BUTTE ROAD

TUNNEL

QUARRY

QUARRY

GRAVEL PIT

Intermittent Ponds

MULTNOMAH COUNTY JAIL

TANK

POOL

TENNIS CT

CITY LIMITS

BM 1328

BM 1380

BM C-260

0.71 Mi.

1.31 Mi.

694,000 FT.
Oreg. N.

45°33'

NE SANDY BLVD

NE PRESCOTT ST

NE SKIDMORE ST

NE MASON ST

NE SHAVER ST

NE FAILING ST

NE ALTON ST

NE BEECH ST

NE FREMONT ST

NE KNOTT ST

NE MORRIS ST

NE BRAZEE ST

NE SACRAMENTO ST

NE THOMPSON ST

NE KLICKITAT ST

NE FARGO ST

NE HUMBOLT ST

NE WYSANT ST

NE GOING ST

NE CAMPAIGN ST

NE MILTON ST

NE DUDDLESON

NE DYER

NE BOEHMER

NE 82ND AVE

NE 92ND AVE

NE 102ND AVE

NE 105TH AVE

MAYWOOD DRIVE

FREMONT DRIVE

ROCKY BUTTE ROAD

SAN RAFAEL

AUTO COURT

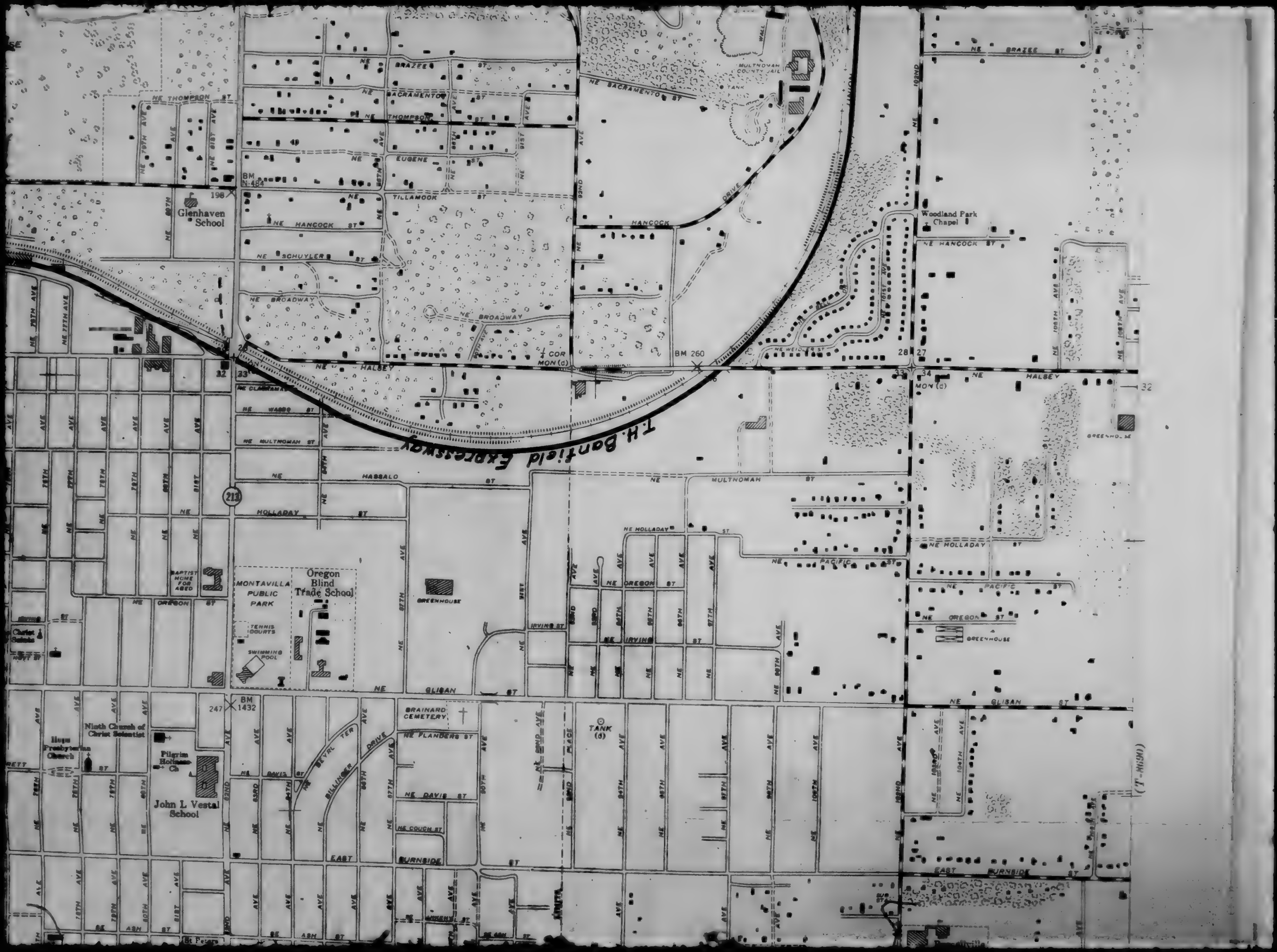
MASONIC CEM

SUB STA

WALL

WALL

WALL


T.H. Banfield Expressway
NE BRAZEE ST
NE SACRAMENTO ST
NE THOMPSON ST
NE EUGENE ST
NE TILLAMOOK ST
NE HANCOCK ST
NE SCHUYLER ST
NE BROADWAY
NE HALSEY
NE CLACKAMAS ST
NE WASCO ST
NE MULTNOMAH ST
NE HASSALO ST
NE HOLLADAY ST
NE PACIFIC ST
NE OREGON ST
NE IRVING ST
NE GLISAN ST
NE DAVIS ST
NE COUCH ST
NE PLANDERS ST
EAST BURNSIDE ST
NE MLK BLVD
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NE 33RD AVE
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NE 104TH AVE
NE 105TH AVE
NE 108TH AVE
NE BEVERLY DRIVE
NE BILLINGS DRIVE
NE MLK BLVD PLACE
BM N-484
BM 1432
BM 260
1/4 COR MON (d)
MON (d)
TANK (6)
MULTNOMAH COUNTY JAIL TANK
Glenhaven School
Woodland Park Chapel
Oregon Blind Trade School
MONTAVILLA PUBLIC PARK
TENNIS COURTS
SWIMMING POOL
GREENHOUSE
BAPTIST HOME FOR AGED
BRAINARD CEMETERY
Ninth Church of Christ Scientist
Hope Presbyterian Church
Pilgrim Holiness Ch
John L Vestal School
Christ Episcopal
St Peter's
(T-HOSH)
213

ROSE CITY MUNICIPAL GOLF COURSE

ROSE CITY PARK

Glenhaven School

Oregon State Trade School

PORTLAND

NE BRAZEE ST

NE SACRAMENTO ST

NE THOMPSON ST

NE TILLAMOOK ST

NE HANCOCK ST

NE BROADWAY

NE WEIDLER

NE HALSEY

NE CLACKAMAS ST

NE MULTNOMAH

NE HASSALO ST

NE 7TH AVE

NE 9TH AVE

NE 10TH AVE

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NE 12TH AVE

NE 16TH AVE

NE 17TH AVE

NE 18TH AVE

NE 19TH AVE

NE 21ST AVE

NE 33RD AVE

NE 60TH AVE

UNION PACIFIC

BM 404

198

T.H. Banfield Expressway

T.1N.

T.1S.

Montavilla

Mount Tabor

MOUNT TABOR PARK

S Nelson DLC

D D Prettyman DLC

B F Starr DLC

Ascension Ch and Sch

St Leonards Convent

Monastery of Our Precious Blood

Grace Baptist Church

Methodist Church

St Peters Episcopal Ch

Seventh Day Adventist Ch

Church of God

Hudson School

Mt Tabor Methodist Church

Portland Sanitarium

City Reservoir No 6

City Reservoir No 5

City Res No 1

Radio Pole

Mount Tabor 494

BM 1435 262

BM 1394 263

BM 140 267

WILLAMETTE BASE LINE

(BASE LINE ROAD)

CITY LIMITS

EAST BURNSIDE

BURNSIDE

STARK

PINE

ASH

WASHINGTON

ALDER

MORRISON

YAMHILL

TAYLOR

SALMON

MAIN

MADISON

HAWTHORNE BLVD

CLAY

MARKET

MILL

STEPHENS

HARRISON

LINCOLN

GRANT

BELMONT

SCOTT

DRIVE

TENNIS CT

COURT

STREET CAR

ALT 30

Montavilla
Russellville
Russellville School
Green Baptist Church
Methodist Church
St Peters Episcopal Ch
Seventh Day Adventist Ch
Church of God
Hudson School
Morningside Hospital
Tank (s)
Tourist Cabins
E Himmon DLC
B F Starr DLC
L W Nelson DLC
WILLAMETTE BASE LINE
(BASE LINE ROAD)
CITY LIMITS
BM 1435
BM 1394
BM 140
BM S213
MON (s)
T. 1 N.
T. 1 S.
TO HOCKWOOD
EAST BURNSIDE ST
SE STARK ST
SE WASHINGTON ST
SE ALDER ST
SE MORRISON ST
SE YAMHILL ST
SE TAYLOR ST
SE MAIN ST
SE HAWTHORNE BLVD
SE CLAY ST
SE MARKET ST
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S-271(4) Clackamas R.R. Overcrossing 1955
Sec. of the Clackamas Hwy.

S-271(4) Clackamas R.R. Overcrossing 1955
Sec. of the Clackamas Hwy.

#4451

RECEIVED
FEB 17 1958
FOR FILING

Mr. Marcum sent this to file. 2-17-58 M.

February 14, 1958

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. W. H. Jaekle, Chief Engineer

Reply - 911538/323

Dear Sir:

In reply to your letter of January 22 regarding our invoice No. 53657 covering the railroad contribution for construction and engineering costs in connection with the Clackamas Railroad Overcrossing construction, we are submitting a corrected invoice in the amount of $12,173.90.

We have made a re-check of the Southern Pacific Company's portion of the work, and as a result the quantities for items 19, 23 and 24 have been substantially reduced due to our inadvertently including the quantities for National Guard facilities in the original invoice.

Following is an explanation for the items outlined in your letter:

1. Items 6 and 11 were omitted from the original estimate, but were included, as necessary items, in the contract. Item No. 26 should read 8" metal drain pipe instead of 6" pipe.

2. Items 19, 23 and 24, quantities reduced as portion of quantities apply to National Guard facilities. Items 21 and 22, treated timber piling in fills are subject to possible damage to shell portion of pile. It is standard policy of the Highway Department to use cast-in-place concrete piling in lieu of timber piling when fills are involved.

3. Item No. 2, drainage excavation was increased due to additional culverts and drain ditches being placed. Extra pipe was placed under the east end of the structure and another culvert at Station 279+10, which was not on original plans. Item No. 11, overrun on original estimated yardage was due to increasing the depth of base rock to provide a stable base.

Price agreement No. 1, these are steel beams, rented from the State and used by contractor as falsework between piling.
Price Agreement No. 2, cement adjustment occasioned by less cement used in concrete mix than specified.
Price Agreement No. 3, asphalt and aggregate required to construct an oil mat on the shoulders of roadway.
State Force Order No. 269, construct concrete toe wall west side of railroad tracks under structure. Requested by S. P. Co. and work performed by State forces.

Copies of Western Union invoice for $4,136.23 (including charges and credits) and P.G.E. Co. invoice for $93.98 are enclosed. The latter item ($93.98) applies to the National Guard area and is not shown as cooperative on the corrected invoice.

Explanations of abbreviations P.A. and S.F.O.:

P.A. - Price Agreement; this form is an agreement between the contractor and the State to perform work and/or furnish materials not covered in the contract at agreed prices, also for cement adjustment or other contingencies that may develop.

S.F.O. 269 and 276 are State Force Orders covering work performed exclusively by State forces.

State Force Orders 284 and 285 cover payment to utilities for work performed by them.

We trust that the foregoing explanation is satisfactory and our corrected invoice meets with your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

JAH:ia

By

C. H. Maison
Auditor

Encl.

Form A-150x—10M—6-57

INVOICE

Oregon State Highway Department

SALEM, OREGON

Southern Pacific Company
65 Market Street
San Francisco 5, California

Invoice No. 54451

Date February 17, 1958

Your Req. No.

Billing Request No. OE 7318

Credit Distribution. 103-1054-299

Cooperation in construction and engineering costs between Stations 268 and 282 of the Clackamas R.R. Overcrossing Section, Contract No. 4451 as per agreement dated May 14, 1955; also Mr. Baldock's Letter of March 7, 1955, setting out the limits of the cooperative portion. Work completed August 10, 1956, Inland Construction Co., contractor.

This invoice cancels and supersedes invoice no. 53657.

Cost of constructing the Clackamas Railroad Overcrossing Structure and portion of roadway between Stations 268 and 282 as per attached sheets.

	108,952.76
Engineering Cost	12,786.28
Total Cost	121,739.04
Southern Pacific Co. Share 10%	$12,173.90

State Printing 6885

PA#3 RS-2 asphalt	ton	70.00	3.95	276.50	1.98	138.60
PA#3 3/4" - #4 cr. aggregate	c.y.	7.70	52	400.40	26	200.20
PA#3 #4 - #10 cr. aggregate	c.y.	7.70	36	277.20	18	138.60
PA#3 #4 - #10 cr. aggregate	c.y.	9.80	21	205.80	11	107.80
	Subtotal, Contract Items			133,311.76		93,797.65

CLACKAMAS R. R. OVERCROSSING SECTION

CONTRACT NO. 4451

Item	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	S. P. Co. Portion Quantity	S. P. Co. Portion Amount
1. Clearing and grubbing	All	4,500.00	100%	4,500.00	50%	2,250.00
2. Drainage excava. unclass.	c.y.	2.60	289.26	752.08	232.14	603.56
3. Special borrow excava. unclass.	c.y.	.60	50,067.6	30,040.56	42,337	25,402.20
4. General excav., unclass.	c.y.	.36	4,447.4	1,601.06	183.9	66.20
5. Finish. roadbed & slopes	all	600.00	100%	600.00	41.7%	250.20
6. 12" concrete pipe	l.f.	2.00	327	654.00	78	156.00
7. 18" concrete pipe	l.f.	3.00	309	927.00	222	666.00
8. 50" arch type corr. metal pipe	l.f.	20.00	72	1,440.00	- -	- -
9. Metal guard rail	l.f.	2.30	1,412	3,247.60	1,412	3,247.60
10. Metal sight posts	each	4.00	10	40.00	- -	- -
11. Coarse cr. mat'l in base	c.y.	2.10	4,741	9,956.10	2,048	4,300.80
12. 3/4"-0 mat'l in base & shldrs.	c.y.	2.50	1,301	3,252.50	561	1,402.50
13. Sprinkling	M.gal.	2.00	80	160.00	40.2	80.40
14. Preparation of base	mile	500.00	.48	240.00	0.22	110.00
15. 3/4" - 0 mat'l in binder course	c.y.	4.00	62	248.00	26	104.00
16. RC-3 asphalt in binder course	ton	42.00	15.97	670.74	6.60	277.20
17. Class "B" asphaltic concrete	ton	6.00	2,260.7	13,564.20	872.29	5,233.74
18. Extra for asph. conc. approaches	each	40.00	17	680.00	- -	- -
19. Structural excavation	c.y.	5.00	550.08	2,750.40	326.73	1,633.65
21. Furn. cast-in-place conc. piling	l.f.	3.60	800	2,880.00	800	2,880.00
22. Drive steel casing	each	100.00	16	1,600.00	16	1,600.00
23. Class "A" concrete	c.y.	56.00	573.72	32,128.32	432.74	24,233.44
24. Metal reinforcement	lb.	.105	139,859	14,685.20	128,172	13,458.06
25. Metal rail	l.f.	10.00	486	4,860.00	486	4,860.00
26. 8" metal drain pipe	l.f.	2.70	110	297.00	110	297.00
PA#1 Rent for state owned 21"-60# WF Beams 40' 9" long	ton	30.00	4.89	- 146.70	4.89	- 146.70
PA#2 Cement adj., favor of state	bbl.	4.00	-8.35	- 33.40	-8.35	- 33.40
PA#3 151-200 asphalt	ton	70.00	7.96	557.20	4.00	280.00
PA#3 RS-2 asphalt	ton	70.00	3.95	276.50	1.98	138.60
PA#3 3/4" - ¼" cr. aggregate	c.y.	7.70	52	400.40	26	200.20
PA#3 ¼" - ¼" cr. aggregate	c.y.	7.70	36	277.20	18	138.60
PA#3 ¼" - #10 cr. aggregate	c.y.	9.80	21	205.80	11	107.80
	Subtotal, Contract Items			133,311.76		93,797.65

Item	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	S. P. Co. Portion Quantity	S. P. Co. Portion Amount
Subtotal, Contract Items - Brought Forward				133,311.76		93,797.65
SPO 269 Construct Tee Wall, W. Side of S.P.R.R. Tracks under Structure				2,875.91		2,875.91
SPO 285 Salcedo Water System				1,328.00		- -
SPO 285 Western Union Invoices				4,136.23		4,136.23
285						
SPO 284 Southern Pacific R.R. Invoices				7,844.89		7,844.89
Southern Pacific Invoice for Spur Track				7,103.98		- -
SPO 285 P.G.E. Co. Move Power Pole				93.98		- -
SPO 276 Signing				909.78		- -
Force Account Work by Contractor				813.00		298.08
Total Construction Cost				158,419.47		108,952.76
Engineering				18,584.71	68.6%	12,786.28
Total Cost				177,004.18		121,739.04
Southern Pacific Portion					10%	12,173.90

CLACKAMAS R. R. OVERCROSSING SECTION

CONTRACT NO. 4451

Item	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	S. P. Co. Portion Quantity	S. P. Co. Portion Amount
1. Clearing and grubbing	All	4,500.00	100%	4,500.00	50%	2,250.00
2. Drainage excava. unclass.	c.y.	2.60	289.26	752.08	232.14	603.56
3. Special borrow excava. unclass.	c.y.	.60	50,067.6	30,040.56	42,337	25,402.20
4. General excav., unclass.	c.y.	.36	4,447.4	1,601.06	183.9	66.20
5. Finish. roadbed & slopes	all	600.00	100%	600.00	41.7%	250.20
6. 12" concrete pipe	l.f.	2.00	327	654.00	78	156.00
7. 18" concrete pipe	l.f.	3.00	309	927.00	222	666.00
8. 50" arch type corr. metal pipe	l.f.	20.00	72	1,440.00	--	--
9. Metal guard rail	l.f.	2.30	1,412	3,247.60	1,412	3,247.60
10. Metal sight posts	each	4.00	10	40.00	--	--
11. Coarse gr. mat'l in base	c.y.	2.10	4,741	9,956.10	2,048	4,300.80
12. 3/4"-0 mat'l in base & shldrs.	c.y.	2.50	1,301	3,252.50	561	1,402.50
13. Sprinkling	M.gal.	2.00	80	160.00	40.2	80.40
14. Preparation of base	mile	500.00	.48	240.00	0.22	110.00
15. 3/4" - 0 mat'l in binder course	c.y.	4.00	62	248.00	26	104.00
16. RC-3 asphalt in binder course	ton	42.00	15.97	670.74	6.60	277.20
17. Class "B" asphaltic concrete	ton	6.00	2,260.7	13,564.20	872.29	5,233.74
18. Extra for asph. conc. approaches	each	40.00	17	680.00	--	--
19. Structural excavation	c.y.	5.00	550.08	2,750.40	326.73	1,633.65
21. Furn. cast-in-place conc. piling	l.f.	3.60	800	2,880.00	800	2,880.00
22. Drive steel casing	each	100.00	16	1,600.00	16	1,600.00
23. Class "A" concrete	c.y.	56.00	573.72	32,128.32	432.74	24,233.44
24. Metal reinforcement	lb.	.105	139,859	14,685.20	128,172	13,458.06
25. Metal rail	l.f.	10.00	486	4,860.00	486	4,860.00
26. 8" metal drain pipe	l.f.	2.70	110	297.00	110	297.00
PA/1 Rent for state owned 21"-60# WF Beams 40' 9" long	ton	30.00	4.89	- 146.70	4.89	- 146.70
PA/2 Cement adj., favor of state	bbl.	4.00	-8.35	- 33.40	-8.35	- 33.40
PA/3 151-200 asphalt	ton	70.00	7.96	557.20	4.00	280.00
PA/3 RC-2 asphalt	ton	70.00	3.95	276.50	1.90	133.60
PA/3 3/4" - #" cr. aggregate	c.y.	7.70	52	400.40	26	200.20
PA/3 #" - #" cr. aggregate	c.y.	7.70	36	277.20	18	138.60
PA/3 #" - #10 cr. aggregate	c.y.	9.80	21	205.80	11	107.80
	Subtotal, Contract Items			133,311.76		93,797.65

Item	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	S. P. Co. Portion Quantity	S. P. Co. Portion Amount
Subtotal, Contract Items - Brought Forward				133,311.76		93,777.65
SPO 269 Construct Ice Hall, W. Side of R.R. Tracks under Structure				2,875.91		2,875.91
SPO 285 Relocate Water System				1,328.00		- -
SPO 283 Western Union Invoices				4,136.23		4,136.23
285						
SPO 284 Southern Pacific R.R. Invoices				7,864.89		7,864.89
Southern Pacific Invoice for Spur Track				7,105.92		- -
SPO 285 P.G.&E. Co. Move Power Pole				93.98		- -
SPO 276 Signing				909.78		- -
Force Account Work by Contractor				813.00		298.08
Total Construction Cost				158,419.47		109,952.76
Engineering				18,584.71	68.6%	12,786.28
Total Cost				177,004.18		121,739.04
Southern Pacific Portion					10%	12,173.90

8-56-5M

8-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

January 22, 1958

911538/323

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES

Mr. W. C. Williams (2)
Oregon State Highway Engineer
Salem, Oregon

Att'n: Mr. P. M. Stephenson,
Bridge Engineer

Dear Sir:

Attached for your ready reference is a copy of your Invoice No. 53657 dated December 9, 1957 covering construction and engineering costs for which Railroad contribution is to be made in connection with Clackamas overhead highway construction.

In analyzing this bill we have compared it with the original estimate furnished this office with Mr. Baldock's letter of March 7, 1955 and with the Summary of Quantities on sheet 2 of the plans for the Clackamas railroad overcrossing project. As a result of this comparison, we have the following comments:

1. No part of Items No. 6 and No. 14 in the bill were included in the original estimate of work within the limits of the railroad project. Is Item No. 26 in the bill (110' of 6" metal drain pipe) substituted for the final item in the original estimate (91' of 8" corrugated pipe)?

2. Item No. 19. Summary of Quantities shows 560 cu. yds. for this item, and assigns 340 cu. yds. to railroad portion. This is in agreement with the original estimate. It, therefore, appears that Item No. 19 in the bill should be proportioned accordingly.

Items No. 23 and No. 24. Following the same line of reasoning as for Item No. 19, it appears that railroad portions of these two items should be considerably reduced.

Items No. 21 and No. 22. It is noted that cast-in-place concrete pilings have been used in lieu of timber pilings in original estimate, with a corresponding increase in cost of more than 100%. In order that our records may be complete, please advise as to the reason for this change.

11538/323
January 22, 1958

57

Mr. W. C. Williams:

3. Item No. 2. It is noted that the original estimate includes 50 cu. yds. of this item, which is 50% of the amount in the Summary of Quantities. It, therefore, appears that a further reduction in this item might be in order.

Item No. 11. The quantity in railroad portion is increased by nearly 130% over that shown in the original estimate.

A review of the above items may show that some quantities have been included that should be a part of the National Guard spur relocation and appurtenant facilities - - not a part of the Southern Pacific Company portion of the project.

In order that our records may be complete, we would like to have copies of the Western Union Invoice (for $4,136.23) and P.G.&E. Invoice (for $93.98). It would also be appreciated if you would furnish a brief explanation of each of the Items P.A. #1, -#2, and -#3, S.F.O. 269, -285, and -276, including the meanings of the abbreviations P.A. and S.F.O.

After review of the features mentioned above, kindly furnish reply for our further processing of the bill.

Yours truly,

Wm Jackle
Ln

Att.

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
STATE HIGHWAY COMMISSION

Mr. W. C. Williams:

3. Item No. 2. It is noted that the original estimate includes 50 cu. yds. of this item, which is 50% of the amount in the Summary of Quantities. It, therefore, appears that a further reduction in this item might be in order.

Item No. 11. The quantity in railroad portion is increased by nearly 130% over that shown in the original estimate.

A review of the above items may show that some quantities have been included that should be a part of the National Guard spur relocation and appurtenant facilities - - not a part of the Southern Pacific Company portion of the project.

In order that our records may be complete, we would like to have copies of the Western Union Invoice (for $4,136.23) and P.G.&E. Invoice (for $93.98). It would also be appreciated if you would furnish a brief explanation of each of the Items P.A. #1, -#2, and -#3, S.F.O. 269, -285, and -276, including the meanings of the abbreviations P.A. and S.F.O.

After review of the features mentioned above, kindly furnish reply for our further processing of the bill.

Yours truly,

Wm Jacobs
Dn

Att.

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JAN 23 1958
OREGON
STATE HIGHWAY COMMISSION

64667 DEC 12 '57

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. **53657**

Southern Pacific Company
65 Market Street
San Francisco 5, California

Date December 9, 1957

Your Req. No.

Billing Request No. OE 7252

Credit Distribution 103-1054-299

Cooperation in construction and engineering costs between Stations 268 and 282 of the Clackamas R.R. Overcrossing Section, Contract No. 4451 as per agreement dated May 14, 1955; also Mr. Baldock's letter of March 7, 1955, setting out the limits of the cooperative portion. Work completed August 10, 1956, Inland Construction Co., contractor.

Cost of constructing the Clackamas Railroad Overcrossing Structure and portion of roadway between Stations 268 and 282 as per attached.	119,285.51
Engineering Cost	13,994.29
Total Cost	133,279.80
Southern Pacific Co. Share 10%	$13,327.98

State Printing 4398

CLACKAMAS R. R. OVERCROSSING SECTION

CONTRACT NO. 4451

Item	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	S. P. Co. Portion Quantity	S. P. Co. Portion Amount
1. Clearing and grubbing	All	4,500.00	100%	4,500.00	50%	2,250.00
2. Drainage excava. unclass.	c.y.	2.60	289.26	752.08	232.14	603.56
3. Special borrow excav., unclass.	c.y.	.60	50,067.6	30,040.56	42,337	25,402.20
4. General excav., unclass.	c.y.	.36	4,447.4	1,601.06	183.9	66.20
5. Finish. roadbed & slopes	all	600.00	100%	600.00	41.7%	250.20
6. 12" concrete pipe	l.f.	2.00	327	654.00	78	156.00
7. 18" " "	l.f.	3.00	309	927.00	222	666.00
8. 50" arch type corr. metal pipe	l.f.	20.00	72	1,440.00	- -	- -
9. Metal guard rail	l.f.	2.30	1,412	3,247.60	1,412	3,247.60
10. Metal sight posts	each	4.00	10	40.00	- -	- -
11. Coarse cr. mat'l in base	c.y.	2.10	4,741	9,956.10	2,048	4,300.80
12. 3/4"-0 mat'l in base & shldrs.	c.y.	2.50	1,301	3,252.50	561	1,402.50
13. Sprinkling	M/gal.	2.00	80	160.00	40.2	80.40
14. Preparation of base	mile	500.00	.48	240.00	0.22	110.00
15. 3/4"-0 mat'l in binder course	c.y.	4.00	62	248.00	26	104.00
16. RC-3 asphalt in binder course	ton	42.00	15.97	670.74	6.60	277.20
17. Class "B" asphaltic concrete	ton	6.00	2,260.7	13,564.20	872.29	5,233.74
18. Extra for asph. conc. approaches	each	40.00	17	680.00	- -	- -
19. Structural excavation	c.y.	5.00	550.08	2,750.40	550.08	2,750.40
21. Furn. cast-in-place conc. piling	l.f.	3.60	800	2,880.00	800	2,880.00
22. Drive steel casing	each	100.00	16	1,600.00	16	1,600.00
23. Class "A" concrete	c.y.	56.00	573.72	32,128.32	573.72	32,128.32
24. Metal reinforcement	lb.	.105	139,859	14,685.20	139,859	14,685.20
25. Metal rail	l.f.	10.00	486	4,860.00	486	4,860.00
26. 6" metal drain pipe	l.f.	2.70	110	297.00	110	297.00
PA#1 Rent for state owned 21"-60# WF Beams 40' 9" long	ton	30.00	4.89	146.70	4.89	146.70
PA#2 Cement adj., favor of State	bbl.	4.00	-8.35	33.40	-8.35	33.40
PA#3 151-200 asphalt	ton	70.00	7.96	557.20	4.00	280.00
PA#3 RS-2 asphalt	ton	70.00	3.95	276.50	1.98	138.60
PA#3 3/4"-1/2" cr. aggregate	c.y.	7.70	52	400.40	26	200.20
PA#3 1/2"-1/4" " "	c.y.	7.70	36	277.20	18	138.60
PA#3 1/4" -#10 " "	c.y.	9.80	21	205.80	11	107.80
	Subtotal, Contract Items			133,311.76		104,036.42

Item		Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	S. P. Co. Portion Quantity	S. P. Co. Portion Amount
Subtotal, Contract Items - Brought Forward					133,311.76		104,036.42
S.F.O. 269	Construct Toe Wall, W. Side of R. R. Tracks under Structure				2,875.91		2,875.91
S.F.O. 285	Relocate Water System				1,328.00		- -
S.F.O. 285	Western Union Invoices				4,136.23		4,136.23
285	Southern Pacific R. R. Invoices				7,844.89		7,844.89
	Southern Pacific Invoice for Spur Track				7,105.92		- -
S.F.O. 285	P.G.E. Co. Move Power Pole				93.98		93.98
S.F.O. 276	Signing				909.78		- -
	Force Account Work by Contractor				813.00		298.08
Total Construction Cost					158,419.47		119,285.51
Engineering					18,584.71	75.3%	13,994.29
Total Cost					177,004.18		133,279.80
Southern Pacific Portion						10%	13,327.98

State: Oregon

Project No.: S-271(4)

MODIFICATION OF PROJECT AGREEMENT

The project agreement heretofore entered into on the 17th day of November, 1955, between the Commissioner of Public Roads and the Oregon State Highway Commissioner for the construction of Oregon Project S-271(4), is hereby modified to change the approved estimate of cost to $134,456.54 and the Federal funds set aside to the credit of the project to $83,320.00, which does not exceed the authorized Federal pro rata share of the approved estimated cost.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Dated this 9th day of July, 1957.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

By: Chas H Purvis
Chairman, State Highway Commission

By: [illegible]
Member, State Highway Commission

By: [illegible]
Member, State Highway Commission

COMMISSIONER OF PUBLIC ROADS

By: C J Tolk
Division Engineer
U.S. Bureau of Public Roads

Oregon State Highway Department

Federal Aid Secondary
Project No. S-271(4)

CLACKAMAS RAILROAD OVERCROSSING SECTION OF THE

CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

(Revised estimate as a basis for modified project agreement. Based on construction quantities at low bid prices and approved price agreements, etc.)

Salem, Oregon, May 1, 1957

Type Code 6201
Roadway (Sta. 264+54.64 to Sta. 292+41.49) (Contract No. 4451)

			$ 4,275.00
All Required	Clearing and Grubbing (95%)		
289 cu. yds.	Drainage Excavation, Unclassified	$2.60	751.40
48,415 cu. yds.	Special Borrow Excavation, Unclassified	0.60	29,049.00
1,539 cu. yds.	General Excavation, Unclassified	0.36	554.04
All Required	Finishing Roadbed and Slopes (95%)		570.00
327 lin. ft.	12 Inch Concrete Pipe	2.00	650.00
309 lin. ft.	18 Inch Concrete Pipe	3.00	927.00
72 lin. ft.	50 Inch Arch Type Corrugated Metal Pipe	20.00	1,440.00
1,412 lin. ft.	Metal Guard Rail	2.30	3,247.60
10 only	Metal Sight Posts	4.00	40.00
3,949 cu. yds.	Coarse Crushed Material in Base	2.10	8,292.90
1,064 cu. yds.	3/4" - 0 Material in Base & Shoulders	2.50	2,660.00
68 M-gal.	Sprinkling	2.00	136.00
0.48 mile	Preparation of Base	500.00	240.00
62 cu. yds.	3/4" - 0 Material in Binder Course	4.00	248.00
16 tons	RC-3 Asphalt in Binder Course	42.00	672.00
2,127 tons	Class "B" Asphaltic Concrete	6.00	12,762.00
17 only	Extra for Asphaltic Concrete Approaches	40.00	680.00
	Price Agreement #3		
8 tons	151-200 Asphalt in Oil Mat on Shoulders	70.00	560.00
4 tons	RS-2 Asphalt in Oil Mat on Shoulders	70.00	280.00
52 cu. yd.	3/4" - 1/2" Aggregate in Oil Mat on Shoulders	7.70	400.40
36 cu. yd.	1/2" - 1/4" Aggregate in Oil Mat on Shoulders	7.70	277.20
21 cu. yd.	1/4" - #10 Aggregate in Oil Mat on Shoulders	9.80	205.80
	Extra Work Order #1		
All Required	Remove Sawdust Pile		189.10
	Extra Work Order #2		
All Required	Pit Run Foundation 18" Concrete Pipe		110.13
	Extra Work Order #4		
All Required	6 Inch Perforated Metal Pipe		372.50
	Extra Work Order #5		
All Required	Excavate & Replace Soft Spots in Rock Base		37.20
	Subtotal		$69,627.27
	Engr. & Cont.		6,962.72
	Total		$76,589.99

Item Code X121
Clackamas Overcrossing (Sta. 271+39 to Sta. 273+75) (Contract No. 4451)

334 cu. yds.	Structural Excavation	$5.00	$ 1,670.00
800 lin. ft.	Furnish Cast in Place Concrete Piling	3.60	2,880.00
16 only	Drive Steel Casings	100.00	1,600.00
437 cu. yds.	Class "A" Concrete	56.00	24,472.00
125,733 lbs.	Metal Reinforcement	0.105	13,201.96
486 lin. ft.	Metal Rail	10.00	4,860.00
110 lin. ft.	8 Inch Metal Drain Pipe	2.70	297.00
			$48,980.96
All Required	Work Performed by S. P. Co. Forces		3,625.00
		Subtotal	$52,605.96
		Engr. & Cont.	5,260.59
		Total	$57,866.55

Length of Roadway 0.483 Miles
Length of Structure 0.045 Miles
Total Length 0.528 Miles
Cost of Roadway per Mile $150,571.40

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	S.P. Co. Funds
Roadway	$ 76,589.99	$47,461.00	$21,171.99	$ 7,957.00
Structure	57,866.55	35,859.00	16,004.55	6,003.00
	$134,456.54	$83,320.00	$37,176.54	$13,960.00

State Funds for Const.: Chap. 175, Laws 1917; Chap.31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap.529, Laws 1939.

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JAN 21 1957
FOR FILING

S-271(4)

4451

January 18, 1957

Mr. C. O. Polk, District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

RE: Clackamas Railroad Overcrossing Section
F.A.P. S-271 (4)

We are enclosing Southern Pacific Company's Final Bill No. 437157, State Railroad Agreement dated May 14, 1955, Western Union Telegraph Company Bills No. 114, 145, 122, 114, Credit Memos 904 and 906, and a copy of correspondence with Western Union Company. Will you please audit the bills for us.

If additional information of any kind is needed by the auditor please advise us and it will be furnished.

Very truly yours,

H. C. Williams
State Highway Engineer

CAG/kes
cc: C. A. Gardner

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 16, 1956

S-271(4)451

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4451	14-Final	Inland Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22118	H-163273	$ 3,696.34	10/16/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1955

Time Extensions: to Aug. 15, 1956

Completion Date: Aug. 10, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-22-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 22 1956

Ruth Rawlings

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 16, 1956

S-271(4)4451

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4451	14-Final	Inland Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
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ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1955

Time Extensions: to Aug. 15, 1956

Completion Date: Aug. 10, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-22-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 22 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
OCT 10 1956
FOR FILING

S. 271 (4)

4421

October 10, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4451 for work performed on the Clackamas Railroad Overcrossing Section of the Clackamas Highway in Clackamas County was completed by the contractor, Inland Construction Company, on August 10, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $3,696.34 will be released to the contractor on or after October 20, 1956. The total contract amount is $134,124.76, of which amount $813.00 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
OCT 10 1956
FOR FILING

S.271 (4)

44-1

October 10, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4451 for work performed on the Clackamas Railroad Overcrossing Section of the Clackamas Highway in Clackamas County was completed by the contractor, Inland Construction Company, on August 10, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $3,696.34 will be released to the contractor on or after October 20, 1956. The total contract amount is $134,124.76, of which amount $813.00 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

FORM S-120 3000 REVISED 5-50

RECEIVED
OCT 10 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1st ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 8, 1956

Inland Construction Co.
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from November 30, 1955 to August 15, 1956 within which to complete your contract No. 4451, for structure, grading and paving on Clackamas Railroad Overcrossing Section of Clackamas Highway in Clackamas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

E. S. Hunter,
Resident Engineer

Tom Edwards,
Construction Engineer

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AUG 29 1956
FOR FILING
S-271 (4)
4451

August 28, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Inland Construction Co. on contract No. 4451, covering the Clackamas Railroad Overcrossing Section of the Clackamas Highway in Clackamas County. This payment, in the amount of $26,526.30, will be released to the contractor on or after September 7, 1956. The retained percentage is $4,033.88.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
AUG 27 1956
FOR FILING

S-271(4)

4451

August 24, 1956

Request for extension of time
No. 5
September 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Inland Construction Company for an extension of time on the Clackamas Railroad Overcrossing, Contract No. 4451, from November 30, 1955 to August 15, 1956.

This project was primarily for constructing approach fills to a railroad overcrossing structure which is being constructed by the same contractor. Extensive moisture in the fill material required the placement in very thin layers and, even with the above method, the subbase was too wet to permit the laying of the pavement last fall. While there was some inconvenience to the traveling public this project has been completed in excellent condition, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

EAP:of hi

Form E-1—1956—1-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

E-271 (4)

For Week Ending August 18, 1956

Section Clackamas RR Overcrossing

Kind of work Grading, Paving, Structure

Highway Clackamas

Section prefix 103-1054

Contractor Inland Construction Co.

Contract number 4451

Date of contract 5-27-55, 19

Date of completion 11-30-55, 19

Date work started 5-16-55, 19

Estimated date of completion ———, 19

Project authorization . . . . . $ 167,708.25

Exclusive of Engineering . . . . . $ 155,782.33

Per cent of time elapsed 230 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 149,780.38

Estimated per cent [redacted] underrun . . . . . 0.25 %

Per cent of contract completed, based on total contract price . . . . . 99 %

Engineering authorization . . . . . $ 11,925.72

Engineering cost to date $ 17,100.00, 143.4 %

Date project was completed August 10, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed Friday, August 10. Mr. Skelton was on the project Tuesday, August 14, and he accepted the job.

NOTED
L. H. Young

NOTED
V. D. WOLFE

Signed James A. Cox

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 88073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.48	0.48			0.48
Miles partially completed					
Miles completed	0.48	0.48			0.48
Total estimated quantities (contract)	53,200	3,500			1700
Total quantities corrected to date	55,577.6	6,042			2260.7
Estimated quantities moved or placed to date	55,577.6	6,042			2260.7
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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AUG 20 1956

FOR FILING
S-271(4)
4451

August 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 10, 1956 on Contract No. 4451, Clackamas R. R. Overcrossing Section, in Clackamas County, in connection with Federal Aid Project No. S-271(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

M. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DEPieh

OREGON STATE HIGHWAY DEPARTMENT

OPRD-1046

SUPPLEMENTAL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

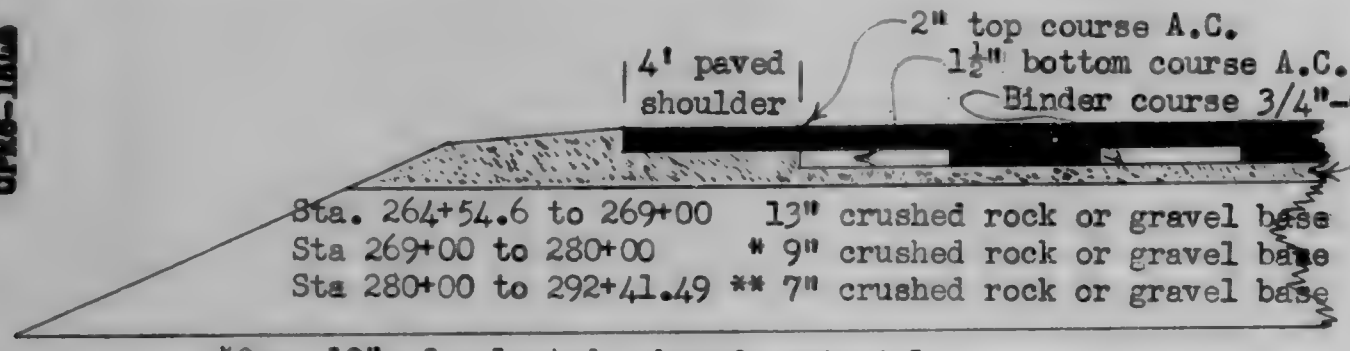
SUPPLEMENTAL

15-27(4)

Section Clackamas R.R. Overcrossing Highway Clackamas County Clackamas Contract Prefix #4451

Res. Engr. M.L. Merrin Length of Project 0.53 Miles. Sta. 264+54.64 to Sta. 292+41.49 Date 2-29-56

TYPICAL SECTIONS Traffic Classification - VH Truck ADT - 610 (Logging)


4' paved shoulder
2" top course A.C.
1½" bottom course A.C.
Binder course 3/4"-0 cover
1½" of 3/4"-0 level course
Sta. 264+54.6 to 269+00 13" crushed rock or gravel base
Sta 269+00 to 280+00 * 9" crushed rock or gravel base
Sta 280+00 to 292+41.49 ** 7" crushed rock or gravel base

*Over 19" of selected subgrade material.
**Over 6" of selected subgrade material.

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
Variable		(See section)	3½	A.C.
			1½	Le

NOTE:

This design reflects the change of base needed due to conditions encountered after the work had begun. The Harmony Pit gravels contained too much LL and PI to meet the present standards. The original design included 4" of crushed rock or gravel base.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable ma terial source to be selected by the contractor.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Boyd Webber
Soils Engineer

Recommended by
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

OPRS-1846

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Clackamas
Project No. S-271(4)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 17th day of Nov., 19 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 29th day of March, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.528 miles of grading, drainage, 2-lane high type paving and railroad overpass construction, (Character of work)

between U. S. Route 26 at Milwaukie, and Boring, (Control points),

consisting of 0.483 miles of roadway and one (Number) bridge totaling 0.045 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of seventy-five thousand and 00/100 dollars ($75,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred twenty-one thousand, four hundred fifty-six and 50/100 dollars ($121,456.50).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

Deputy State Highway Engineer

Attest _____
SECRETARY

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

RECEIVED
NOV 22 1955
OREGON DIVISION

OCT 21 1955

Oregon State Highway Department

Federal Aid Secondary
Project No. S-271(4)

CLACKAMAS RAILROAD OVERCROSSING SECTION

OF THE CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 22, 1955

Type Code 6201
Roadway (Sta. 264+54.64 to Sta. 292+41.49)(Contract No. 4451)

All Required	Clearing and Grubbing (95%)		$ 4,275.00
100 cu. yds.	Drainage Excavation, Unclassified	$ 2.60	260.00
46,400 cu. yds.	Special Borrow Excavation, Unclassified	0.60	27,840.00
1,800 cu. yds.	General Excavation, Unclassified	0.36	648.00
All Required	Finishing Roadbed and Slopes (95%)		570.00
180 lin. ft.	12-inch Concrete Pipe	2.00	360.00
250 lin. ft.	18-inch Concrete Pipe	3.00	750.00
66 lin. ft.	50-inch Arch Type Corrugated Metal Pipe	20.00	1,320.00
1,500 lin. ft.	Metal Guard Rail	2.30	3,450.00
10 only	Metal Sight Posts	4.00	40.00
2,000 cu. yds.	Coarse Crushed Material in Base	2.10	4,200.00
900 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	2,250.00
170 M-gal.	Sprinkling	2.00	340.00
0.48 mile	Preparation of Base	500.00	240.00
80 cu. yds.	3/4" - 0 Material in Binder Course	4.00	320.00
14 tons	RC-3 Asphalt in Binder Course	42.00	588.00
1,600 tons	Class "B" Asphaltic Concrete	6.00	9,600.00
16 only	Extra for Asphaltic Concrete Approaches	40.00	640.00
	Subtotal		$ 57,691.00
	10% Engr. & Cont.		5,769.10
	Total		$ 63,460.10

Type Code 6121
Clackamas Overcrossing (Sta. 271+39 to Sta. 273+75)(Contract No. 4452)

340 cu. yds.	Structural Excavation	$ 5.00	$ 1,700.00
40 cu. yds.	Excavation Below Elevation Shown	7.00	280.00
840 lin. ft.	Furnish Cast-in-Place Concrete Piling	3.60	3,024.00
16 only	Drive Steel Casings	100.00	1,600.00
490 cu. yds.	Class "A" Concrete	56.00	26,880.00
134,000 lbs.	Metal Reinforcement	0.105	14,070.00
490 lin. ft.	Metal Rail	10.00	4,900.00
100 lin. ft.	8-inch Metal Drain Pipe	2.70	270.00
	Subtotal		$ 52,724.00
	10% Engr. & Cont.		5,272.40
	Total		$ 57,996.40

Length of Roadway	0.483 mile
Length of Structure	0.045 mile
Total Length	0.528 mile
Cost of Roadway per mile	$131,397.37

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	S.P.Co. Funds
Roadway	$ 63,460.10	$39,187.00	$16,979.10	$ 7,294.00
Structure	57,936.40	35,813.00	15,517.40	6,666.00
	$121,396.50	$75,000.00	$32,496.50	$13,960.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint: Chap. 529, Laws 1939.

RECEIVED
OCT 20 1955
FOR FILING

FORM E30—60M—2-55—62966
4451

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

O F F I C E

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith for your information and filing are a copy of a letter from Mr. Skelton and original copy of an agreement between the Clackamas Water District and the Highway Commission covering the modifications of their line on the Clackamas Railroad Overcrossing Contract No. 4451.

The State Force Order covering the payment of the work involved in this agreement is being submitted through regular channels.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:dt

Encls.

cc- Mr. A. G. Skelton
Mr. S. H. Probert
Mr. Milton J. Merrin

FORM E-20X—67,500—2-55—62667

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 17th, 1955

SUBJECT: Order for State Force Work
Clackamas R.R. Overcrossing
Prefix 103-1054

To: Mr. Forrest Cooper
Ass't. Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am returning herewith five signed copies of the agreement between the Clackamas Water District and the Highway Commission, covering modifications of their line on Dartmouth Street, which is on the Clackamas Railroad Overcrossing Section of the Clackamas Highway , contract No. 4451. I am also enclosing Order for State Force Work on this project in the amount of $1328.00 for reimbursing the Clackamas Water District for their expense in this change.

The district has signed this agreement, however they have also attached a letter dated October 12th to clarify two points brought up by their attorney. These points are that should the weather be such that they could not complete this work within the 15 days specified, that we would give them additional time should delays be caused by conditions not under their control. The second one was that we would grant a permit for the installation and maintenance of their line on our right of way. These points are not objectionable, and I would recommend approval of these conditions.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Milton J. Merrin

RECEIVED
OCT 18 1955
OFFICE OF
CONSTRUCTION ENGINEER

GEORGE R. ALEXANDER
Chairman
HARRY G. SMITH
Secretary
M. A. MATHER
Treasurer

CLACKAMAS WATER DISTRICT

PHONES: PORTLAND EV 1-3469 - OREGON CITY 7151
CLACKAMAS, OREGON

CHESTER E. HUGHES
Commissioner
HERBERT SCHMIDT
Commissioner
C. A. BRITTON
Superintendent

October 12, 1955

State Highway Department
c/o A. G. Skelton
Division Engineer
9200 S.E. McLoughlin Blvd.
Portland, Oregon

Re: Relocation of Water Facilities
Dartmouth Street - Clackamas
Water District

Gentlemen:

On October 7, 1955 the Clackamas Water District received copies of a proposed agreement for the reconstruction of a water main on Dartmouth Street and the Board of Commissioners on the night of October 10th considered the proposed agreement and the opinion of its legal counsel regarding its content. The agreements have been signed and are transmitted herewith with the understanding of the Board of Commissioners of the Clackamas Water District that the State Highway Department will:

1. Grant a reasonable length of time for completion of the installation upon the fifteen day period specified should unfavorable weather or other conditions beyond the control of the Water District prevent completion within fifteen days, and will

2. Grant a permit to the Clackamas Water District for the installation and maintenance of the water works facilities within the right-of-way in question.

Very truly yours,

CLACKAMAS WATER DISTRICT

By Harry G. Smith
Acting Chairman

JBD:JV
9/2/55

AGREEMENT AND RELEASE

W I T N E S S E T H :

RECITALS:

1. Clackamas Water District is the owner and operator of a certain water system, a portion of which lies underneath the Clackamas Railroad Overcrossing Section of the Clackamas Highway between Fairfield Avenue on the west and the system's interception with a certain 8-inch water main lying along Evelyn Street on the east; which said existing 2-inch water line would have to be lowered for an approximate distance of 300 feet in order to not interfere with the building of said Clackamas Railroad Overcrossing Section, Project No. S-20271 (4) as currently projected and for a distance of some 630 lineal feet to clear said right of way of the said road as ultimately projected as a four-lane road.

2. Whereas it would cost $1,328.00 to lower and change the presently existing system so that it would not interfere with the construction of said highway, and whereas this district is desirous of replacing said 2-inch line with a 6-inch line of greater capacity, they have agreed to take the aforementioned sum as complete compensation for any and all damages which might have been occasioned to them due to the required change in said water system; and to install the said 6-inch main in such a manner that it will not interfere with present or future construction of said Clackamas Overcrossing Section of the Clackamas Highway. Wherein the premises being, in general, as above recited, Clackamas Water District agrees as follows:

(a) In consideration of the payment of the sum of $1,328.00 by the State of Oregon, receipt of which is acknowledged with the signing of this agreement, to replace and relay said existing water system in such a manner that it will not interfere with present or future construction plans as projected of the State of Oregon along the aforedescribed section of Clackamas Railroad Overcrossing Section of Clackamas Highway. It is further agreed that said installation shall be completed within 15 days from and after the execution of this agreement.

(b) It is agreed that Clackamas Water District intends to salvage certain pipe fittings, valves and couplings from the present existing 2-inch line, and that other than this they have no intent of salvaging or taking the said 2-inch line into consideration. That any and all salvage to be done upon said 2-inch line shall be done within a period of 15 days from and after the execution of this agreement and that Clackamas Water District releases State, its agents and employees, from any and all claims for damages whatever arising from material left in place from and after the expiration of said 15 day period.

(c) That said Water District shall work pursuant to plans

JBD:jv
9/2/55

of the Clackamas Railroad Overcrossing Section of Clackamas Highway prepared by the Oregon State Highway Department and shall install said pipe line in such a manner that it will not interfere with present and future construction of said highway. That in the case of any dispute as to whether said installation in fact meets the test above indicated, that the decision of the resident engineer of the Oregon State Highway Department shall be final.

Dated this 12 day of Dec, 1955.

CLACKAMAS WATER DISTRICT

By Harry G Smith
Acting Chairman

By M McGaines
Acting Secretary

See attached letter of October 14 relative to completion time and permit for installation and maintenance of pipe line and appurtenances.

RECEIVED
AUG 17 1955
FOR FILING

S-271(1)

4451

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
August 16, 1955

RAILROAD COMPANIES
FILE NO. 2279

SUBJECT: PUX 100, R-23776-Clackamas Overcrossing
Clackamas Highway
Southern Pacific Company
Clackamas County

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson (6)
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. A. G. Skelton (2)

Gentlemen:

Herewith I hand you multilithed copy of construction agreement covering the Clackamas Overcrossing on the Clackamas Highway in Clackamas County.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

RECEIVED
AUG 16 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 30 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISTER
SECRETARY

S-271(4)
4451

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 16, 1955

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Pur 100, R 23776 - Clackamas Overcrossing
Southern Pacific Company
Clackamas County

Dear Mr. Hopkins:

Herewith I hand you duplicate counterparts of easement agreement and duplicate counterparts of construction agreement covering the Clackamas Overcrossing, all of which have been executed by the State Highway Commission and the easement agreement has been acknowledged.

It is anticipated that after execution by Southern Pacific Company one complete copy of each instrument will be returned to us, together with 10 prints of map Form 30 P.D. which is attached to the construction agreement.

Mr. G. S. Paxson, in reviewing the instruments before execution by the Highway Commission, called attention to the last paragraph of Article 3 on page 2 with particular reference to the language stating that Southern Pacific Company shall contribute 10% of the actual cost of the construction of the structure and changes made necessary in connection therewith. However, under date of March 7, 1955, he wrote Mr. Mayo setting out the limits of the cooperative portion of the project and giving an estimate of costs thereof. I think that the matter is understood between State and Southern Pacific Company for the reason that the estimated amount of the contribution to be made by Southern Pacific Company covers the 10% of the cost of the construction work between the limits stated, in addition to 10% of the estimated amounts to be expended by Southern Pacific Company.

Mr. Paxson also called attention to the fact that in Article 8 on page 5, the State would be required to take the necessary steps to cause the existing crossings at grade Nos. C-759.3 and 760.0 to be abandoned, closed and barricaded to public use. The order issued by the Public Utilities Commissioner requires that the two crossings shall be abandoned, closed and barricaded to public travel, the

NOTED
G. S. PAXSON

barricades to be installed on Crossing C-760.0 to be at the expense of the State Highway Commission, and the barricade at Crossing C-759.3 to be at the expense of Clackamas County. It is felt that upon request from the Highway Commission, Clackamas County will barricade the crossing at C-759.3 without protest.

The matters mentioned are minor in their nature and have not been of sufficient importance to suggest any revisions in the agreement and are called to your attention merely for the purpose of having the points clearly understood.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. G. S. Paxson
Mr. P. M. Stephenson

RECEIVED
JAN 19 1956
FOR FILING

S-271(4)
4451

Salem, Oregon
June 15, 1955

Pur 100, R 22568-Clackamas Overcrossing
Southern Pacific Company
Clackamas County

Mr. J. W. DeSouza
Assistant Counsel
O f f i c e

Attached hereto for further handling are two copies each of a construction agreement and an easement agreement covering the Clackamas Overcrossing Project in Clackamas County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully executed please return one copy of each agreement to this office for the Commission's files.

Assistant Secretary

rn
Attach:

FORM 830—SOM—4-54—74396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1955

SUBJECT: Pux 100, R 22568-Clackamas Overcrossing
Southern Pacific Company
Clackamas County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
O F F I C E

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission duplicate counter parts of easement agreement and duplicate counter-parts of construction agreement covering the Clackamas Overcrossing Project in Clackamas County.

Mr. Paxson has examined the construction agreement and has mentioned two minor points which can easily be settled by correspondence and which are not of sufficient importance to make any revisions in the instruments. Both of the instruments have been approved as to form by Mr. Enfield and myself. It should be noted that the forms of easement agreement should be acknowledged.

After execution by the Highway Commission please return all copies direct to me for further handling.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. W. C. Williams
Mr. G. S. Paxson

Contract 4451 has been awarded to Inland Construction Co for construction of Zke O'Leary.

RECEIVED
JUN 13 1955
FOR FILING

S-271 (4)
4451

June 13, 1955

Inland Construction Co.
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4451, which was awarded to you on May 27 by the State Highway Commission, covering structure, grading and paving on the Clackamas Railroad Overcrossing Section of the Clackamas Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 6 1955
FOR FILING
S-2714 Settlemier
R/W
4451

REQUEST FOR APPROVAL OF AMOUNT OF OFFER TO BE MADE
FOR PROPERTY FOR WHICH CONDEMNATION WAS PREVIOUSLY AUTHORIZED

Recommended Offer

Clackamas Overcrossing section of the Clackamas Secondary Highway

R-22568 - G. Alger Ryan, et al. (Clackamas)
0.22 acre for right of way $660.00

RECEIVED
JUN 8 1955
FOR FILING

S-271(4)
4457

June 6, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 16, 1955, on Contract No. 4451, Clackamas R. R. Overcrossing Section, in Clackamas County, in connection with Federal Aid Project No. S-271 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:ia

RECEIVED
JUN 2 1955
FOR FILING

S-2 11(1)

44 (1)

Salem, Oregon
May 31, 1955

Clackamas Overcrossing

Mr. J. W. DeSouza

Herewith original, duplicate, and extra copy of an easement agreement and of a construction agreement covering the Clackamas Overcrossing Project, which project is at the place where the Clackamas Secondary Highway crosses over the main line of the Southern Pacific Company.

I have checked through the construction agreement and find only two points which might be questioned. In the last paragraph of Article 3 on page 2, the definition of the project is rather loose. This paragraph says, in part, that the railroad shall contribute 10 per cent of the actual cost of the construction of said structure and changes made necessary in connection therewith.

The Public Utilities Commissioner order tied the railroad contribution up to General Administrative Memorandum No. 325, which defines an overcrossing project as including the approaches and vertical curves connecting with the approaches. Under date of March 7, I wrote Mr. Mayo giving the station numbers corresponding to this definition for the project and an estimate of cost. Apparently this estimate of cost has been used by the railroad in making up the proposed agreement, as the estimated cost of $13,960 is 10 per cent of the sum of our construction cost estimate and the estimated amount of Southern Pacific Company expenditures. I am attaching a copy of this letter for your files and would suggest, in line with our conference this afternoon, that in returning the agreement the railroad be advised that we are approving this with the project defined as in the above-mentioned letter.

In Section 8 on page 5 of the proposed agreement, we agree to take the necessary steps to cause the existing grade crossings on our highway, and also on the county road, to be abandoned, closed, and barricaded to public use. The P.U.C. order requires us to barricade the secondary highway crossing, but requires Clackamas County to barricade the county road. I do not believe this is serious as all we need to do is notify the County to comply with the P.U.C. order.

I have not checked the description given in the easement agreement, but the attached sketch on the construction agreement conforms to our requirements.

NOTED
G. S. PAXSON

It would be appreciated if you would check this over as to form and send to Mr. Williams for approval prior to its being presented to the Highway Commission.

G. S. Paxson

GSP:gm
Encls.

RECEIVED
JUN 10 1955

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM (40)

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA192 OD368

O.FIA200 DH FRANK PD=FI SAN FRANCISCO CALIF 24 313PMP=
:G S PAXSON, AST STATE HIGHWAY ENGR=
STATE HIGHWAY DEPT=SALEM ORG=

:DRAFTS OF AGREEMENTS CLACKAMAS OH CROSSING BEING FORWARDED
TO L P HOPKINS AT PORTLAND TODAY=
:W M JAEKLE SP CO=

RECEIVED
MAY 24 1955
OFFICE OF
STATE HIGHWAY ENGINEER

HANDLE AS SUS DUP

NOTED
G. S. PAXSON

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
JUN 10 1955
FOR FILING

S-271 (-1)

4451

B

May 27, 1955

Inland Construction Company
6202 S. E. Harmony Road
Milwaukie, Oregon

NOTED
J. Mc C.

Gentlemen:

The State Highway Commission on April 14, 1955 accepted your proposal for grading and paving; also construction of a concrete viaduct over S.P. Co. railroad on the Clackamas R.R. Overcrossing Section of the Clackamas Highway in Clackamas County for the sum of $145,964 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4451.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephensen

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$ S E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 27, 1955
9:15 a.m.

Inland Construction Company
6204 S. E. Harmony Road
Milwaukie, Oregon

Contract for grading and paving Clackamas R.R. Overcrossing Section of Clackamas Highway, Clackamas County for which you submitted low bid on April 14, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Files
C. W. Head

Very truly yours,

C. G. POLK
District Engineer

Original to Dist. Project

RECEIVED
MAR 31 1955
STATE HIGHWAY COMMISSION

RECEIVED
APR 1 1955
FOR FILING
S-271-(4)
4451

March 31, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The addition to the Federal-aid Secondary Highway Program of Item 257, Project S-271(4), as described in the twenty-fourth supplement (with railroad contribution of $17,700), was approved effective March 29, 1955.

The revised system for the change has not as yet been processed.

Very truly yours,

C. G. POLK
District Engineer

Original to Mr. Probert

RECEIVED
MAR 31 1955
STATE HIGHWAY COMMISSION

RECEIVED
APR 1 1955
FOR FILING

S-271 (4)
4451

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 31, 1955
Salem, Oregon

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Opt.
4451

NOTED
W. C. WILLIAMS

Enclosed is a suggested letter, with attachments, to the B.P.R. requesting approval of minor changes in FAS 129 in Clackamas County and FAS 261 in Josephine County which will result from construction of the Clackamas Railroad Grade Separation Structure section and the Applegate River section. The letter for your signature has been pre-dated March 28th at the request of the B.P.R.

If satisfactory, four copies of S.T. No. 96, three copies of each map, and three copies of the letter of transmittal should be forwarded to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
Encl.

RECEIVED
MAR 2 5 1955
FOR FILING

FORM E30—50M—10-54—79485

S-27(4)
4451

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1955

NOTED
W. C. WILLIAMS

SUBJECT: Pux 100 - Clackamas Overcrossing
Southern Pacific Company
Clackamas Highway No. 171

To: Mr. W. C. Williams
Mr. P. M. Stephenson (6)
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. A. G. Skelton (2)
Mr. H. B. Crandall
Mr. H. B. Simpson

Gentlemen:

Herewith I hand you copy of Public Utilities Commissioner Order No. 33657, issued March 15, 1955, in the matter of the application of State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company and over and across an industrial spur track on the revised location of Clackamas Highway No. 171, near Clackamas in Clackamas County.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
MAR 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Order #33657

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2429

RECEIVED

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company and over and across an industrial spur track on the revised location of Clackamas Highway No. 171, near CLACKAMAS, in the Southeast quarter (SE¼) of Section 9, Township 2 South, Range 2 East, W.M., Clackamas County, Oregon.

ORDER

The above entitled matter was duly heard on Monday, February 21, 1955, at 1:30 P.M., in the Clackamas County Court House, Oregon City, Oregon, before David Don, Chief Engineer, and C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
Jim Daniels, Attorney, Salem, Oregon
In behalf of Oregon State Highway Commission

Edwin L. Graham, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

Wallace R. Telford, County Judge, Oregon City, Oregon
Stan Skoko, County Commissioner, Oregon City, Oregon
In behalf of Clackamas County

Lt. Col. W. H. Adams, Salem, Oregon
In behalf of State Military Department

John H. Butler, Attorney, Portland, Oregon
In behalf of Safeway Stores, Inc.

Frank T. Mooney, Clackamas, Oregon
In behalf of Frank T. and Jane N. Mooney

On March 30, 1954, the State of Oregon, by and through its State Highway Commission, (hereinafter referred to as Applicant) filed application for authority to construct an overcrossing structure over the tracks and right of way of Southern Pacific Company and over a privately-owned industrial spur track, near Clackamas, in Clackamas County, Oregon, which overcrossing will be a part of a proposed revised location of Clackamas Highway No. 171.

In connection with this project, it is proposed to close to public travel two existing grade crossings which are in the general vicinity of the proposed overcrossing, designated as No. C-760.0 and No. C-759.3 in the Commissioner's Catalog of Railroad Crossings in the State of Oregon. These crossings have a high accident rate and constitute hazards to both rail and vehicle travel. Crossing No. C-760.0 is the present crossing at grade of Clackamas Highway No. 171 and Southern Pacific tracks and lies 0.22 of a mile north of the proposed overcrossing. Crossing No. C-759.3 is a crossing of Oregon Highway No. 212, a county road which connects with the above mentioned Clackamas Highway and a terminus of the proposed improvement at a point approximately 0.37 of a mile east of the Southern Pacific tracks, and the crossing is located approximately 0.48 of a mile south of the site of the proposed overcrossing.

All parties in interest were advised that a hearing in the matter would be held on June 1, 1954, in Oregon City, Oregon. After notice but prior to the time of hearing, a request was received from Applicant to postpone the hearing to an indefinite future date. As a result of continued negotiations, Applicant again declared the matter to be ready for hearing, and August 12, 1954 was proclaimed the date for hearing. Failure to complete negotiations as anticipated made it necessary to again postpone the matter until Monday, February 21, 1955, at 1:30 P.M.

Prior to the hearing, objections to the closing of Crossing No. C-759.3 were withdrawn by Safeway Stores, Inc., and by members of Clackamas County Court.

Evidence was adduced on behalf of parties as set forth above, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

The proposed structure will be 236 feet in length, with a deck width of 26 feet between curbs, and with 3-feet 6-inch wide sidewalks on each side. It will be of concrete and steel construction and will cross the main track of Southern Pacific Company at an angle of 82 degrees and 22 minutes.

The structure is on a 600-foot vercial curve which will connect a descending grade from the west of 0.6% with an ascending grade of 4.55% from the east, and is on a tangent alignment which extends on both sides of the structure for some distance.

The main track and a passing track of Southern Pacific Company will pass beneath the span between bents 2 and 3, and a privately-owned spur track served by Southern Pacific Company will pass beneath the span between bents 4 and 5.

Adequate vertical and horizontal track clearance will be provided after completion but a temporary impairment will be created by the erection of necessary falsework during construction.

It is estimated that the average daily volume of vehicular traffic on the structure will be 4,355 vehicles per day based upon 1954 traffic counts, with anticipated normal average annual increases, and that an average of 25 train movements per day are conducted over the tracks beneath the proposed structure.

Applicant will prepare plans and specifications, award contracts for and supervise construction of the project and bear all costs incidental thereto, and will reimburse the owner of the industrial spur and Southern Pacific Company for any necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and Amendments thereof and Supplements thereto.

Crossing No. C-760.0 on present Clackamas Highway No. 171 is protected by a magnetic wigwag signal and a standard crossing sign, the wigwag being actuated by trains on the main track only. Sight distances are restricted by buildings, trees and brush in such a manner as to make it a hazardous crossing. Eleven reported accidents have occurred at this location since 1936 resulting in the death of three persons. Three of the accidents occurred in 1954.

Clackamas Highway No. 171 of which this crossing is a part provides the nearest and most direct access to Highway 213 from the area lying immediately east of the crossing which includes an Oregon National Guard Reservation. Distances traveled to Highway 213 from the area east of Southern Pacific Company's tracks will be somewhat increased if Crossing No. C-760.0 is closed and it becomes necessary to use the alternate route provided by the proposed revision of which the overcrossing is a part.

Crossing No. C-759.3 crosses the main track of Southern Pacific Company at an acute angle and is protected by a magnetic wigwag signal and a standard crossing sign. The acute angle and

the obstruction to vision by brush and trees tend to cause a hazardous condition at the crossing. Four reported accidents have occurred at the crossing since 1940, resulting in three injuries. Traffic originating in the area immediately north of the crossing and destined for points south thereof would necessarily have to travel a considerably greater distance if Crossing C-759.3 is closed. An additional spur track located approximately 70 feet from the present track has been authorized by P.U.C. Oregon Order No. 26782 but has never been built. This spur would serve an industrial area east of the crossing which is to be developed.

A spur track and loading platform will be constructed for service to the facilities of the Adjutant General. The State Military Department thereupon withdrew its objections to the closing of Crossing No. C-760.0.

With the closing of Crossing C-760.0 or Crossing C-759.3, or both of them, Southern Pacific Company will be required to contribute to the extent of 10% of the total cost of the project including cost of all work to be done by Southern Pacific Company, in accordance with the terms and provisions of General Administrative Memorandum No. 325 issued by the Public Roads Administration under date of August 26, 1948.

The spur track served by Southern Pacific Company and owned by LuElla Hinkle is also considered an integral part of the project and the costs to be participated in by the Southern Pacific Company should cover the entire project, excluding right of way costs, but including the necessary construction of the overhead structure over this spur track.

From the foregoing, it is concluded that the separation of grades of railroad and highway at this location by means of an overcrossing structure will provide a safer and more direct route for vehicular traffic between Cascade Highway and points east therefrom.

It is further concluded that the closing of grade crossings No. C-759.3 and No. C-760.0 would eliminate two hazardous crossings, would be of benefit to Southern Pacific Company, and Southern Pacific Company should be required to pay 10% of the total cost of the project excluding costs of right of way.

It is further concluded that the construction of an overcrossing at this location and the closing of the two grade crossings is in the public interest, and the application should be granted. It is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company and over and across an industrial spur track on the revised location of Clackamas Highway No. 171, near Clackamas, in the Southeast Quarter (SE¼) of Section 9, Township 2 South, Range 2 East, Willamette Meridian, Clackamas County, Oregon, is granted; and it is further

ORDERED that the construction be done in a good and workmanlike manner in accordance with current engineering practices, and in conformity as to grade, location, angle of crossing, and general design with plans and profiles submitted with the application and by this reference made a part hereof; and it is further

ORDERED that such necessary temporary construction as will impair the vertical clearance over the tracks from a point 21 feet above top of rail is herein authorized during the construction period; and it is further

ORDERED that Southern Pacific Company and LuElla Hinkle be reimbursed by Oregon State Highway Commission for any expense made necessary by the construction, including such items as revision of communication and signal lines, removal and replacement of right of way fences, the furnishing of such flagmen as are needed to safeguard rail operations during construction and all other expenses which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and Amendments thereof and Supplements thereto; and it is further

ORDERED that all costs of construction be borne by Oregon State Highway Commission, except that Southern Pacific Company shall bear ten per cent (10%) of the total costs of the project excluding costs of right of way, in compliance with such conditions as are set forth by terms of General Administrative Memorandum No. 325 issued by the Public Roads Administration under date of August 26, 1948; and it is further

ORDERED that, upon completion of the structure, the roadway and its facilities, including the overhead structure, be maintained by Oregon State Highway Commission, and that the tracks, roadbed and other rail facilities and appurentances beneath the structure be maintained by Southern Pacific Company and LuElla Hinkle as their respective properties shall require; and it is further

ORDERED that the designation C-759.A shall be assigned to the overcrossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon; and it is further

ORDERED that, upon completion of the overcrossing structure and its opening to public travel, the grade crossings designated as No. C-759.3 and No. C-760.0 shall be abandoned, closed and barricaded to public travel, with the crossing surface within the track area at each crossing to be removed at the expense of Southern Pacific Company, and with barricades to be installed on Clackamas Highway No. 171 at the expense of Oregon State Highway Commission and on the county road known as Dedman Cutoff at the expense of Clackamas County.

Made and entered this 15th day of March, 1955.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
MAR 8 1955
FOR FILING

S-271 (4)
4451

Cross Referenced To:
adm
Petitions
Clackamas

March 7, 1955

Mr. E. E. Mayo, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. Nissen

Dear Sir:

A hearing before the Public Utilities Commissioner on our application for authorization to overcross the Southern Pacific tracks near Clackamas Station was held on February 21. No differences developed between the Southern Pacific Company and the State in testimony given at the hearing. I am advised that an order will be issued by the Public Utilities Commissioner within the next week or ten days.

We are very anxious to get this project under way as soon as possible. There was a fatal accident at the existing grade crossing some months ago, and any further accidents there would subject both the State and the Railroad Company to severe criticism.

We would appreciate your consent to the advertising of this project by the Highway Commission at the meeting scheduled for April 13 and 14, prior to the completion of the customary agreement between the State and the Railroad Company. We would include in our specifications the customary provisions for the safeguarding of railroad operations, the providing of liability and property damage insurance, and the entering into of a contract between the contractor and the Railroad Company in the customary form.

This is a project which, under the terms of General Administrative Memorandum No. 325, requires participation on the part of the Railroad Company. You have previously received plans for this project, and we have been advised of your approval by Mr. Hopkins in his letter of February 10. The points on either side of the crossing structure providing for proper approach grades and vertical curves are at Station 268 and 282. Our estimate of cost of the project between these stations is as follows:

NOTED
G. S. PAXS[illegible]

	Unit	Price	Quantity	Amount
Clearing and grubbing	All	$		$ 750.00
Drainage excavation unclassified	cu.yd.	4.00	50	200.00
General excavation unclassified	cu.yd.	0.35	580	203.00
Special borrow unclassified	cu.yd.	1.00	45800	45,800.00
Finish roadbed and slopes	Mile	500.00	0.22	110.00
12" concrete pipe	l.f.	2.00		
18" concrete pipe	l.f.	3.00	250	750.00
50x31 arch type c.m. pipe	l.f.	15.00		
Metal guardrail	l.f.	3.00	1440	4,320.00
Crusher run material in base	cu.yd.	2.75	900	2,475.00
3/4"-0 material in base	cu.yd.	3.00	520	1,560.00
Sprinkling	M-gal.	3.00	40	120.00
MC-3 in binder	ton	40.00	8	320.00
3/4"-0 in binder	cu.yd.	4.00	45	180.00
Class B asphaltic concrete	ton	7.00	780	5,460.00
RS-1 asphalt in shoulder seal	ton	55.00	1	55.00
Aggregates in shoulder seal	cu.yd.	4.50	6	27.00
Structure excavation	cu.yd.	5.00	310	1,550.00
Timber piling, treated	l.f.	1.50	800	1,200.00
Timber piling, treated	each	60.00	16	960.00
Class A concrete	cu.yd.	62.00	456	28,272.00
Reinforced steel	lb.	0.115	127500	14,662.50
Handrail	l.f.	11.50	486	5,589.00
8" corrugated pipe	l.f.	3.00	91	273.00
				$114,836.50
			Engineering and contingencies +12½%	129,190.00

In addition to these costs are the cost of right of way, in the amount of approximately $60,000, and the construction of a spur track and unloading dock on the east side of the Southern Pacific tracks. At the hearing the State stipulated that the cost of these items would be borne entirely by the State and that we would not request participation by the Railroad Company.

It would be greatly appreciated if you would go along with us in this suggestion and advise us so that we may expedite the contracting and construction of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc P. M. Stephenson

GSP:lg

RECEIVED
FEB 25 1955
FOR FILING

FORM E-30X—50,000—10-54—

S-371(4)
11-51

Spec

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 23, 1955

To: MEMORANDUM TO FILE:

SUBJECT: Pux 100 - Clackamas Overcrossing
Southern Pacific Company
Clackamas County

Hearing on this matter was held before Mr. David Don, sitting as Examiner for the Public Utilities Commissioner, in the Court House at Oregon City at 1:30 p.m. on Monday, February 21, 1955.

Southern Pacific Company was represented by Mr. E. L. Graham, Attorney.
The Oregon National Guard was represented by William H. Adams.
The County Court was represented by County Judge Wallace B. Telford, Commissioner Darrow Jones and Commissioner Stan Skoko.
Safeway Stores was represented by Mr. John H. Butler, 1220 Equitable Building, Portland, Oregon.
The State Highway Commission was represented by Mr. James B. Daniels and the writer.
An appearance was filed by Frank T. Mooney, who previously had objected to the closing of the existing grade crossing on the Dedman County Road.

Commissioner Stan Skoko, who previously had filed an objection to the closing of the grade crossing on the Dedman county road, made an opening statement in which he stated that in view of the importance of the project and his understanding that the project probably would not be constructed unless both grade crossings are ordered closed he would withdraw his objections.

Following this, the writer made an opening statement in which there was recited the difficulties which have delayed the hearing on this matter and how they had been solved. It was also stated that it was the position of the Highway Commission that if the project is authorized both crossings should be closed; that the Commission felt that Southern Pacific Company should contribute 10% of the cost of the main project, including the cost of that portion of the structure required to span the Hinkle Spur; that the Commission proposed to construct a loading platform and bear the expense of the construction of a spur track for the use of the National Guard in the Northeast quarter of the Clackamas grade crossing quadrant at its own cost and expense, without cooperation from Southern Pacific Company; that the possibility of this solution of the National Guard's transportation problem will be dependent upon the ability of the State, through the Attorney General, to acquire a strip of land 20 feet in width and approximately 500 feet in length from adjoining private property.

NOTED
G. S. PAXSON

Mr. Graham upon behalf of Southern Pacific Company stated that his company favored the construction of the project, but felt that no cooperation should be required from Southern Pacific Company covering the additional length necessary to cross over the Hinkle Spur as this is a private facility and not owned by Southern Pacific Company.

Mr. Butler, on behalf of Safeway Stores, stated that his principals had withdrawn objections to the closing of the Dedman county road crossing on the understanding that Clackamas County would construct a roadway extending southerly from the new highway at its intersection with Fairfield Avenue in a southerly direction to an intersection with the Dedman Road.

County Judge Telford stated that the county would build the connection mentioned by Mr. Butler, and that the details thereof would be worked out with the State Highway Commission.

Mr. Adams, on behalf of the National Guard, stated that the proposed plan for handling the National Guard shipping was satisfactory.

Mr. Mooney, who had filed an objection to the closing of the Dedman road grade crossing, launched into a tirade against the practices and policies of the Highway Commission, but on objection by the writer the Examiner confined his remarks to the issues at hand. It appears that Mr. Mooney, in order to work some agricultural property which he owns, makes some 150 trips a year across the Dedman road crossing. It was obvious that his objections were made purely from self-interest, and I do not think that his position will have much, if any, effect on the order which is issued.

Mr. A. G. Skelton, Division Engineer, and Mr. G. S. Paxson, Assistant State Highway Engineer, were called to the stand on behalf of the Highway Commission. Mr. Skelton testified as to the general nature of the project and stated that it was desired to get the project under way as soon as possible.

Mr. Paxson testified as to the type and design of the overcrossing structure and gave his estimate of the cost at approximately $150,000, of which $92,000 is included in the overcrossing structure costs. It was also brought out that in addition to the project cost, approximately $60,000 would be required for right of way; that the cost of the proposed facility for the use of the National Guard will be $12,000, and that the difference in the cost of a bridge structure over the Hinkle Spur over and above the cost of an embankment would be approximately $11,000.

Mr. Graham had not intended to place any witnesses on the stand, but at the request of the Examiner Mr. Frank Bartlett was sworn. After qualification by Mr. Graham and upon questions from the Examiner, he testified to the desirability of the project and also as to the desirability of the closing of the two existing grade crossings.

The Examiner then brought up the question of a grade crossing which has been authorized upon the application of Safeway Stores about three years ago, at a point near the existing Dedman crossing. There was considerable discussion as to whether or not this order should be cancelled and Clackamas County should vacate a section of the county road by formal proceedings at or near the existing Dedman road crossing. Mr. Graham, Mr. Butler and myself felt that that question was foreign to the matters before the Public Utilities Commissioner on the State's petition and should be left in abeyance for some possible further proceeding. I stated quite strongly that the order in the instant proceeding should not be delayed on account of questions which might be involved regarding any grade crossing authorization previously given to Safeway Stores.

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. E. A. Collier
Mr. A. G. Skelton
Mr. C. W. Enfield

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FEB 8 1955
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S-271 (4)
4451

Salem, Oregon
February 7, 1955

Clackamas Station Overcrossing

Mr. James Daniels

The present Clackamas Secondary Highway in Clackamas County now crosses the tracks of the Southern Pacific Company's main line near the town of Clackamas and just before this secondary highway joins the Cascade Secondary Highway. The State proposes to eliminate this grade crossing by new alignment and a structure which passes over the railroad tracks. In connection with this project, it is also proposed that a second grade crossing, known as the Dedman Road crossing, be closed and that traffic now using this crossing be routed over the new overcrossing.

Since this project eliminates an existing grade crossing, it would be considered as of benefit to the Railroad Company under the terms of General Administrative Memorandum No. 325, and we should request the Public Utilities Commissioner to assess 10 percent of the cost of the project to the Railroad Company.

The closing of the existing crossing makes it necessary for all equipment shipped by rail to the National Guard Camp, which lies to the east of the railroad tracks, be hauled around a circuitous route involving hazardous turning movements on the Cascade Secondary Highway unless some provision is made for unloading facilities on the easterly side of the track. For this reason, the project will include the construction of a siding track and an unloading dock on the east side of the Railroad Company's tracks. Since the entire project including this siding and unloading dock is made necessary by the closing of the existing grade crossing, we should ask that the Railroad's participation be based upon the entire cost of the project.

G. S. Paxson

cc: F. H. Stephenson

NOTED
G. S. PAXSON

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S-271(4)
4451

Salem, Oregon
February 7, 1955

Clackamas Station Overcrossing

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Since this project eliminates an existing grade crossing, it would be considered as of benefit to the Railroad Company under the terms of General Administrative Memorandum No. 325, and we should request the Public Utilities Commissioner to assess 10 percent of the cost of the project to the Railroad Company.

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G. S. Paxson

GSP:gm
cc F. M. Stephenson

NOTED
G. S. PAXSON

(4)

January 20, 1955

Oregon State Land Board
State Capital
Salem, Oregon

Attention: Mr. M. T. Pierce, Chief Clerk

Gentlemen:

The State Highway Commission proposes the construction of a relocated section of a portion of Clackamas Secondary Highway No. 171, near Clackamas in Clackamas County, Oregon, which, if approved by the Public Utilities Commissioner, will involve the construction of an overcrossing structure over the trace and right of way of the Southern Pacific Company and will permit the closure of an existing hazardous grade crossing at the Clackamas Railway Station, and also will permit the closing of another hazardous grade crossing on the Dedman County Road approximately 0.7 mile southerly from the Clackamas Station crossing.

The Oregon National Guard has been transporting approximately four million pounds of equipment and supplies across the Clackamas grade crossing each year, and it is anticipated that this average volume will continue. At the present time military equipment and supplies are loaded and unloaded at an existing platform at Clackamas railway station in the southwest quarter of the quadrant. In order to handle this freight tonnage it will be necessary and desirable to construct a spur track and loading platform in the northeast quarter of the quadrant of the intersection for the purpose of unloading, loading and cartage of military equipment and supplies by the National Guard. The charge proposed, in the opinion of the State Highway Commission, will permit the closing of the existing crossing without serious inconvenience to public traffic.

In order to construct the proposed sidetrack and loading platform in the northeast quadrant of the intersection, it will be necessary to acquire a strip of land 20 feet in width and 300 feet in length along the easterly boundary of the railroad property which is to be used for roadway purposes. The land in question is owned by G. Alger Ryan and Lillian Ryan, husband and wife, and negotiations for purchase of the strip here ended in failure as the owners have refused to sell this portion and insist that if any purchase is made the State acquire approximately nine acres at a purchase price of $35,000, which purchase cannot be justified.

It is the intention of the State Highway Commission, if the 20-foot strip can be acquired, to have title to this as well as to the spur track and loading platform vested in the Oregon National Guard, with the cost of the construction and land acquisition paid from State highway funds as part of the project cost.

It is the opinion of the State Highway Commission's Chief Counsel that the Commission has no authority to institute condemnation proceedings for the acquisition of the property under the statutes vesting powers of eminent domain in the Commission. It does appear, however, that the land may be acquired by the State of Oregon under Oregon Revised Statutes 281.210 to 281.260. It is requested, therefore, that consideration be given by the State Land Board to the adoption of a resolution declaring the necessity for the acquisition of the property for roadway purposes for use by the National Guard in the unloading, loading and cartage of military equipment and supplies and other uses connected therewith; and that a request be made to the Attorney General to institute the necessary condemnation proceedings. If such course of action is approved, a careful appraisal will be made of the value of the property and the damages, if any, by reason of the taking thereof, and you will be advised as to the amount which it is thought proper to offer.

A sketch map showing the property required is attached, on which the strip of land desired is indicated in red, together with a form of conveyance showing the conditions under which the State Highway Commission considers it would be satisfactory to accept title.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure (Legal Dept. File No. 22568 (warranty deed) and sketch map)

cc Mr. C. W. Enfield (2)
Mr. J. W. DeGouza

FORM E20—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 17, 1955

SUBJECT: Pux 100 - Clackamas Overcrossing
(R/W file 22568)

To: Mr. R. H. Baldock
State Highway Engineer
O F F I C E

Dear Mr. Baldock:

Herewith I hand you rough draft of requested communication to the State Land Board regarding the acquisition of property at Clackamas.

I assume that in large part you will want to rewrite the communication, and it is requested that when this is done a carbon copy be sent to Mr. Enfield together with a copy for delivery by him to Mr. Thornton. I also would like to have a copy of your communication for the over-crossing project file.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
JAN 20 1955

FORM S-123 BDM REVISED 2-50

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3 - 1955
FOR FILING

Cross Referenced To:
adm
Petitions
Clackamas

S-2711(4)
11151

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SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 29, 1954

NOTED
W. C. WILLIAMS

Adjutant General
412 State Office Building
Salem, Oregon

Attention: Mr. Carl Cover

Pax 100-Clackamas Overcrossing

Dear Sir:

Herewith I hand you duplicated copy of letter from Mr. L. P. Hopkins, Superintendent, Southern Pacific Company, addressed to Mr. R. H. Baldock, State Highway Engineer, under date of December 23, 1954, advising of a $20.00 per year rental rate for use of Southern Pacific Company property to be occupied by an unloading platform at Clackamas.

If the amount of the annual rental is found satisfactory, it is requested that you so advise Mr. Hopkins with a carbon copy of your communication to this office.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JwDsmb
Enc. 1

cc: Mr. W. C. Williams
Mr. G. S. Paxson

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AGENDA
OCT 28 1954
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S-271(4)
4451

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1954

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Mr. Glaisyer:

Please put the following matter upon the agenda for the October 28th and 29th meeting of the Highway Commission:

"Report of order of Clackamas County Court consenting to the closure of two railroad grade crossings to become effective upon construction of Clackamas overcrossing project and request instructions as to how to proceed in this matter."

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:aj
cc - R. L. May Jr.

C.C.R.

FORM E-123 SGM REVISED 9-54

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PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 18, 1954

Mr. L. P. Hopkins
Superintendent, Southern Pacific Company
Union Station
Portland 9, Oregon

NOTED
W. C. WILLIAMS

Re: Clackamas Station Overcrossing

Dear Sir:

You recently sent us prints of your Drawing P 14265-A showing the alignment and extent of the proposed spur track to make possible the unloading of shipments to the National Guard on the east side of your track after the existing grade crossing is closed. The alignment and extent of the siding is satisfactory. You also show on this print an additional strip of right of way 20 feet in width adjacent to your easterly right-of-way line and extending from the existing state highway approximately 840 feet. Since it will be feasible to connect the new road serving the sawmill ramp opposite the end of Talbert Street at a point approximately 500 feet south of the existing highway, we see no reason for acquiring property farther than this.

We are negotiating with the property owner to acquire this additional property. Our Legal Department has, however, ruled that we cannot condemn for this use, as our authority only extends to the condemnation of property for highway purposes. If we cannot deal with the property owner, we will have to take this matter up with you again concerning some means of securing the property.

The Oregon National Guard have assured us that they are satisfied with the arrangement which we propose. Under this arrangement we would bear the cost of constructing the spur track and the unloading platform. Your office has informally advised us that ownership of the spur track beyond the clearance point and of the platform would remain with the State, and, since it is not a highway function, title would have to rest with the National Guard. I have been advised that your usual procedure would call for a lease arrangement between your company and the National Guard covering the use of this facility on your right of way and that some rental charge would be made. I am sure that the National Guard will object to rental unless it is on a nominal basis, as they are now using your facility without rental charge. I would appreciate advice as to the terms of any lease arrangement that would be required, so that I can negotiate further with the National Guard.

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FORM E-123 5000 REVISED 9-54

COMMISSIONERS
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Portland
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY DEPARTMENT

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 18, 1954

Mr. L. P. Hopkins
Superintendent, Southern Pacific Company
Union Station
Portland 9, Oregon

NOTED
W. C. WILLIAMS

Re: Clackamas Station Overcrossing

Dear Sir:

You recently sent us prints of your Drawing P 14265-A showing the alignment and extent of the proposed spur track to make possible the unloading of shipments to the National Guard on the east side of your track after the existing grade crossing is closed. The alignment and extent of the siding is satisfactory. You also show on this print an additional strip of right of way 20 feet in width adjacent to your easterly right-of-way line and extending from the existing state highway approximately 840 feet. Since it will be feasible to connect the new road serving the sawmill ramp opposite the end of Talbert Street at a point approximately 500 feet south of the existing highway, we see no reason for acquiring property farther than this.

We are negotiating with the property owner to acquire this additional property. Our Legal Department has, however, ruled that we cannot condemn for this use, as our authority only extends to the condemnation of property for highway purposes. If we cannot deal with the property owner, we will have to take this matter up with you again concerning some means of securing the property.

The Oregon National Guard have assured us that they are satisfied with the arrangement which we propose. Under this arrangement we would bear the cost of constructing the spur track and the unloading platform. Your office has informally advised us that ownership of the spur track beyond the clearance point and of the platform would remain with the State, and, since it is not a highway function, title would have to rest with the National Guard. I have been advised that your usual procedure would call for a lease arrangement between your company and the National Guard covering the use of this facility on your right of way and that some rental charge would be made. I am sure that the National Guard will object to rental unless it is on a nominal basis, as they are now using your facility without rental charge. I would appreciate advice as to the terms of any lease arrangement that would be required, so that I can negotiate further with the National Guard.

RECEIVED
NOV 18 1954

We are entirely willing to go ahead with the unloading facilities as outlined above provided satisfactory arrangements can be worked out with your company and the National Guard. The only other alternate would seem to be a locked gated crossing at the present grade crossing to which the National Guard would have keys. They could then unload at the present facility and cross the tracks at this gated crossing. This is not a good arrangement and not one that we would like to go ahead with.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc W. C. Williams
J. W. DeSousa

RECEIVED
NOV 15 1954
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. SLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM
November 8, 1954

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NOTICE
W. C. WILLIAMS

Mr. Charles H. Heltnel
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon

Re: No. 110 - Clackamas Overcrossing

Attention: Mr. [illegible]

Dear Sir:

We now are in receipt of withdrawal of objections of Gateway Acres to the petition of the Highway Commission for authority to construct an overcrossing over the tracks and right of way of Southern Pacific Company and across an industrial spur track on the revised location of Clackamas Highway No. 171, near Clackamas in Clackamas County, Oregon, with particular reference to crossing C-795.3.

At the last meeting of the Highway Commission, Judge Wallace A. Telford appeared before the Commission and stated that the objections of Clackamas County to the closing of Crossing C-795.3 were withdrawn inasfar as he and Commissioner Bob Jones were concerned.

Under these conditions, it is requested that the application of the Highway Commission be set for hearing at as prompt a date as may be practicable.

Very truly yours,

C. W. ENFIELD

By
J. [illegible]
Assistant Counsel

JDD:mb

cc: Southern Pacific Company (In dup.)
Judge Wallace A. Telford
Mr. Herbert C. Hardy (Cake, Jaureguy & Hardy)
Maj. Gen. Thomas E. Riley
Mr. W. C. Williams
Mr. G. S. [illegible]
Mr. C. W. Enfield

agents

FORM S-125 50M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 20, 1954

Mr. Ben R. Chandler, Chairman
State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Chas. H. Reynolds, Commissioner
State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Commissioner
State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Re: Pux 100-Clackamas Overcrossing

Gentlemen:

This is to advise you that there will be presented for your attention at the next meeting a copy of Court Order No. 2637, entered by the Clackamas County Court in the matter of the construction of an overcrossing over the right of way and tracks of Southern Pacific Company near Clackamas in Clackamas County.

The order recites, among other things, that a petition has been presented to the County Court bearing 180 signatures, which petition urges the County Court to take such immediate steps as may be within its jurisdiction to expedite the securing of an order authorizing construction, and recommending the closure, of the two existing grade crossings, such closure to become effective upon the completion of the construction of the overcrossing project. The order of the County Court is signed by County Judge Wallace R. Telford and Commissioner Bob Jones. In the accompanying correspondence there is a copy of a letter signed by Stan Skoko, Commissioner, under date of September 7th, in which he states his opposition to closing the existing crossing on the Dedman Road, which is southerly of the two crossings.

As matters now stand the application to the Public Utilities Commissioner is in abeyance, and it is requested that instructions be given as to further proceedings.

Very truly yours,

C. W. ENFIELD
Chief Counsel

JWD:CWE:mb
cc: Mr. R. H. Baldock
Mr. W. C. Williams
Mr. H. B. Glaisyer ✓
Mr. Robert L. May, Jr.
Mr. G. S. Paxson
Mr. A. G. Skelton

RECEIVED
SEP 22 1954
FOR FILING

S-271(1)
44:L

Cross Referenced To:
Ltr
Letter
Clackamas

September 13, 1954

Clackamas County Court
Oregon City, Oregon

Gentlemen:

Reference is made to letters from Judge Wallace R. Telford dated September 7 and County Commissioner Bob Jones dated September 8, having to do with the overcrossing of the Southern Pacific Company's tracks at Clackamas.

The instructions given by the State Highway Commission with reference to this matter were to defer the construction of the overcrossing until such time as the Clackamas County Court agreed to recommend to the Public Utilities Commissioner the closing of both of the two grade crossings of the Southern Pacific Company which are involved.

The Commission had in mind a formal action of the Court recommending these closures rather than an individual expression from each member before proceeding further with the project.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

GSP:gm
cc R. H. Baldock
G. S. Paxson

September 9, 1954

Hon. Bob Jones, County Commissioner
Clackamas County
Courthouse
Oregon City, Oregon

Dear Mr. Jones:

This note is simply to acknowledge receipt of your letter of September 8, 1954, regarding the closure of two grade crossings of the Southern Pacific main line tracks near the town of Clackamas. I shall be pleased to bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm
cc: Commissioners
R. H. Baldock

COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 3270

COUNTY OF CLACKAMAS
COUNTY COURT

COUNTY COURT HOUSE OREGON CITY, OREGON

September 8, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

This is in answer to your letter of August 18, 1954 regarding the construction of the overpass at Clackamas. Your letter states that the Highway Commission will defer construction of the over crossing until such time as the Clackamas County Court agrees to recommend to the Public Utilities Commission the closure of both of the two grade crossings of the Southern Pacific Railroad which are involved.

At the hearing on this matter before the Highway Commission, August 10, 1954, I stated that I would "agree" to the closure of the Dedman Road (Market Road No. 16) grade crossing. In view of the testimony I gave that day I can certainly not "recommend" the closure. In view of the fact the overpass is vitally needed as a safety factor I would not want to do anything to delay or jeopardize this project. The County Court, in my opinion, has no authority to recommend the closure of the Clackamas grade crossing as it is located on a state highway. This authority rests with the State Highway Commission. My personal but unofficial opinion is that the Clackamas crossing should be closed because it is very heavily trafficed by logging trucks and other vehicles and is very hazardous to school busses that must use this crossing.

The testimony given by numerous people at the hearing on August 10 clearly portrays that the construction of the overpass would eliminate the need for this crossing and inconvenience no one. There was no testimony given, however, to indicate any desire or need for closure of the Dedman Road grade crossing.

The closure of the Dedman Road crossing would necessitate the detouring of heavy Safeway truck traffic around the proposed overpass and create a serious traffic hazard at the intersection of the overpass with 82nd Street.

Further, the closure of the road crossing would in no manner

ACKNOWLEDGED
H. B. GLAISYER

September 8, 1954

benefit the traveling public and would not effect school bus travel as the school bus does not use this route. Certainly no one would use the Dedman Road if it were more convenient and safe to use the over-pass.

In spite of my best judgment that the Dedman Cut-off crossing should not be closed I will agree to the closure of this crossing so as to facilitate the construction of the overpass at the earliest possible date. I sincerely regret that it is necessary to over ride my best judgment in the matter but the overpass project is of foremost importance.

Kindest regards,

Bob Jones

BOB JONES
County Commissioner

BJ/dab
c.c. Public Utilities Commissioner

RECEIVED
SEP 9 1954
OREGON
STATE HIGHWAY COMMISSION

COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 3270

COUNTY OF CLACKAMAS

COUNTY COURT

COUNTY COURT HOUSE OREGON CITY, OREGON

September 7, 1954

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

All members of the County Court are of the opinion that the overpass project across the Southern Pacific railroad tracks at Clackamas, Oregon, should be constructed as soon as possible.

Recent correspondence received from the Highway Commission, a copy of which is attached, states that the project will be deferred until the Court agrees to recommend to the Public Utilities Commission the closing of both railroad crossings involved, one being on the present route of the secondary highway, and the other on the Dedman cutoff Road (Market Road No. 16).

From the beginning I have approved of the closure of these two dangerous grade crossings and again recommend their closure upon completion of the overpass project.

Commissioner Jones has informed me that he will also agree to the closure of the Dedman road crossing and will confirm this action by a separate letter to you. I hope that the overpass project will soon be placed on the agenda for early construction.

Sincerely,

Wallace R. Telford

WALLACE R. TELFORD
County Judge

WRT/dab

RECEIVED
SEP 9 1954
STATE HIGHWAY ENGINEER

August 18, 1954

County Court of Clackamas County
Courthouse
Oregon City, Oregon

Gentlemen:

Following your appearance before the State Highway Commission at its meeting in Portland on Tuesday of last week, August 10th, the Commission discussed further the matter of constructing an overcrossing structure of the Southern Pacific Railroad on the relocated route of the Clackamas Secondary Highway near the town of Clackamas. In this discussion careful consideration was given to the arguments expressed at the meeting and to the facts presented by the Engineer in his report to the Commission on the subject.

As a result of discussion, the Commission decided unanimously to defer construction of the overcrossing until such time as the Clackamas County Court agrees to recommend to the Public Utilities Commissioner the closing of both of the two grade crossings of the Southern Pacific Railroad which are involved, one being on the present route of the secondary highway, and the other on the Dedman Road (Market Road No. 16).

I was instructed by the Commission to advise you of this decision.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
SEP 10 1954
FOR FILING

S-27(c)
1451

Cross Reference To:

AGENDA
AUG 10 1954

D

July 27, 1954

Hon. Wallace R. Telford
County Judge
Clackamas County
Courthouse
Oregon City, Oregon

Dear Judge Telford:

This note is simply to confirm the appointment that I made a few moments ago over the telephone for the County Court and several other organizations to discuss with the State Highway Commission at its next meeting matters pertaining to the overcrossing project on the Clackamas Secondary Highway in Clackamas.

I mentioned that the Commission's next regular meeting will be held in Portland on Monday and Tuesday, August 9 and 10, 1954, and that delegations will be heard on the second day -- Tuesday the 10th, on which day I have reserved fifteen minutes of time for the convenience of your group, starting at 2:30 p. m.

This meeting of the Highway Commission will be held as usual in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

8/10/54
2:30 p.m.

D

STATE HIGHWAY COMMISSION MEETING

Delegation County Court of Clackamas

Date August 10, 1954

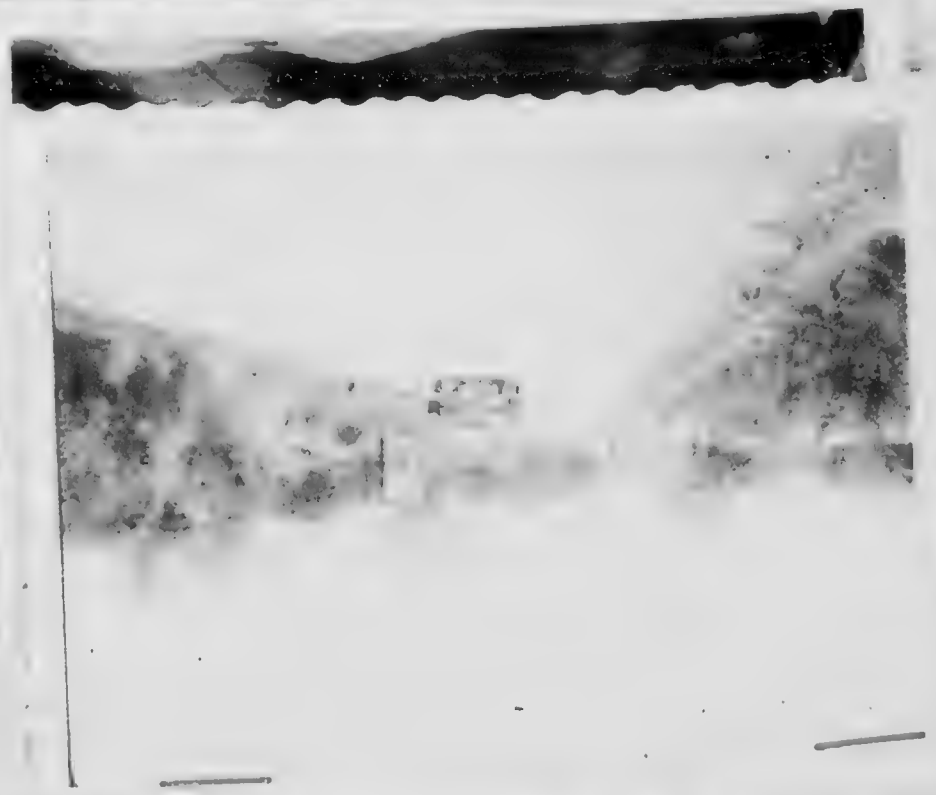
Time 2:30 p.m.

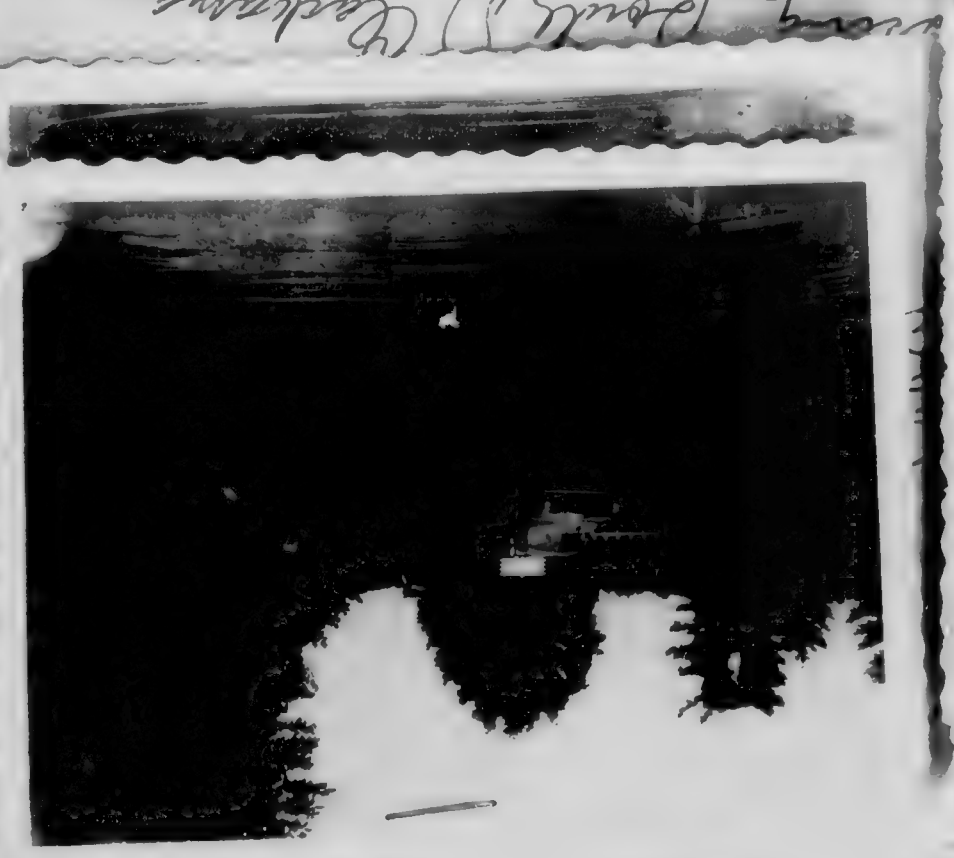
Name	City or Town	Capacity
1. Wallace R. Telford	Oregon City	County Judge
2. Stan Skoko	Oregon City	Commissioner
3. Bob Jones	Oregon City	Commissioner
4. M. C. Gainer	~~Oregon City~~	Chairman, PTA, Clackamas
6. Edwin Bell	Clackamas	Chairman, School Board
5 Florence Bell	Clackamas	Member, PTA
9. Tony Dwyer	Lentz	Mill Operator

Intersection of 82nd Street

Ralph E. Simonson
Curt L. Goodwin
Felomend Elardo

(2)



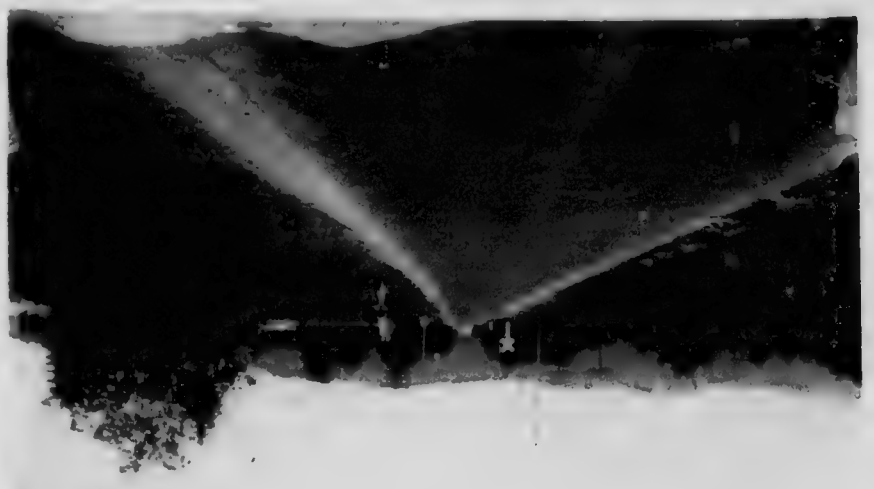


8-4-54

Intersection of 82nd Street and
Market Road No. 16 (Dedman cutoff)

8-4-54

Intersection of 82nd Street and
Market Road No. 16 (Dedman cutoff)



8-4-54 - FH

S.P. Co. Railroad crossing south of Clackamas on Market Road No. 16 (Dedman cutoff)

8-9-54 FH

Intersection of 82nd Street and Market Road No. 16 (Dedman cutoff)

8-9-54 FH

Intersection of 82nd Avenue and Market Road No. 16 (Dedman cutoff)

State Dealer's Record

North Clackamas S.P.Co. R.R. Crossing

Pic-a #171

S.P. Co. Railroad crossing south of
Clackamas on Market Road No. 16
(Deaman cutoff)

taken from State Sealer records.
in Dock Creek [illegible] of Clackamas.

J-9-54

T. 4S.

North Clackamas S.P.Company Railroad
crossing. Road #171

J-7-54

North Clackamas S.P.Company Railroad
crossing. Road #171.

Harry [illegible]		
Hugh A. Jones	(1)	Clackamas
F. C. & D. A. Stevers		Vancouver
Mike R. Harrington	(1)	Oregon City
Glenn A. Cody	(2)	Estacada
Charlie A. Edwards		Boring
Alfred Streich	(1)	Gladstone
Norman H. Neisen	(2)	Estacada
Ralph W. Simonson	(2)	Portland
Curt L. Goodwin		
Felomend Elardo		

State dealer records

8-9-57

North Clackamas S.P. Co. Railroad crossing. Road #171.

8-9-57

North Clackamas S.P.Company Railroad crossing. Road #171

(4)

Kip Logging Co.		
Flinn & B. Hartwick	(1)	Estacada
W. S. Strubhar		Willamette
Albert A. Richmond & Harry Worblewski	(1)	Beavercreek
J.M. Park & Son	(1)	Portland
Herbert Dreier	(1)	Molalla
Harry Hull, Jr.	(1)	Clackamas
Hugh A. Jones		Vancouver
F. C. & D. A. Sievers	(1)	Oregon City
Mike R. Harrington	(2)	Estacada
Glenn A. Cody		Boring
Charlie A. Edwards	(1)	Gladstone
Alfred Streich	(2)	Estacada
Norman N. Weisen	(2)	Portland
Ralph E. Simonson		
Curt L. Goodwin		
Felomend Elardo		

(4)

Western L[illegible]	[illegible]	Clack[illegible]
Kip Logging Co.	(5)	Estacada
Flinn & B. Hartwick		Willamette
W. S. Strubhar	(1)	Beavercreek
Albert A. Richmond & Harry Worblewski		Portland
J.M. Park & Son	(1)	Molalla
Herbert Dreier	(1)	Clackamas
Harry Hull, Jr.	(1)	Vancouver
Hugh A. Jones		Oregon City
F. C. & D. A. Sievers	(1)	Estacada
Mike R. Harrington	(2)	Boring
Glenn A. Cody		Gladstone
Charlie A. Edwards	(1)	Estacada
Alfred Streich	(2)	Portland
Norman N. Weisen	(2)	
Ralph E. Simonson		
Curt L. Goodwin		
Felomend Elardo		

8-9-57

North Clackamas S.P. Co. Railroad crossing. Road #171

8-9-57

North Clackamas S.P.Company Railroad crossing. Road No. 171

Ives Rock Creek 2½ miles east of

NAME	LOG TRUCKS	ADDRESS
H. H. Heilman		Portland, Oregon
Delbert E. Batcheller	(1)	Boring "
LeRoy T. Forman		Boring
Edward E. Goodman		Portland
S. D. Kramer		Oregon City
Glenn M. Hartley	(1)	Oregon City
Earl F. Scheel	(1)	Aloha,
Herman P. Bromagian		Clackamas
Lester Courtain	(1)	Eagle Creek
Arthur L. Issak		Gladstone
Rex O. Kiggins	(7)	
Charles G. Trosper		Estacada
Roe Brothers	(1)	Colton
Glenn F. Davis		Estacada
Cecil Ekstrom	(2)	Gresham
Alfred Foglio	(1)	Portland
Oscar Popsch	(1)	Clackamas
Ray Slaughter	(1)	Boring
A & B Logging Co.		Estacada
Bryan E. Perry	(1)	Molalla
Gilbert Fisher		Oregon City
L. L. Mattox		Boring
Raymond J. Carignan		Milwaukie
Dwyer Lumber Co.	(13)	Portland
E. Foster Rohde	(2)	Portland
Western Logging Co.		Portland
Kip Logging Co.	(3)	Mulino
Flinn & B. Hartwick	(4)	Molalla
W. S. Strubhar	(5)	Sweet Home
Albert A. Richmond & Harry Worblewski	(1)	Clackamas
J.M. Park & Son		Estacada
Herbert Dreier	(1)	Willamette
Harry Hull, Jr.	(1)	Beavercreek
Hugh A. Jones	(1)	Portland
F. C. & D. A. Sievers	(1)	Molalla
Mike R. Harrington		Clackamas
Glenn A. Cody	(1)	Vancouver
Charlie A. Edwards	(2)	Oregon City
Alfred Streich		Estacada
Norman N. Weisen	(1)	Boring
Ralph E. Simonson	(2)	Gladstone
Curt L. Goodwin	(2)	Estacada
Felomend Elardo		Portland
Delbert G. Allen	(1)	Oregon City
Rose A. Avery	(1)	Estacada
E. T. Caswell	(1)	Estacada
Sherman C. Miller		Oregon City
Harley Swift	(3)	Oregon City
Frank I. Hibner	(1)	Portland
Clarence R. Zachow	(1)	Canby
Charles W. Bellek		Estacada
Ronald G. Krebs	(1)	Sandy
Robert Gaylord		Portland
Leo E. Tarkia		Clackamas
Forman Brothers		Boring
G. P. Marson	(2)	Portland
Gene A. Carpenter	(1)	Molalla
Norman E. Guinn	(1)	Portland
Hambleton Brothers	(1)	Portland
L. E. TenEyck		Sandy
Donald Gordon	(1)	Silverton
Raymond G. Smith		Troutdale
Robert Shelley		Gresham
John Ostlund	(1)	Tigard
George H. Raguse	(1)	Estacada

FILED WITH STATE HIGHWAY COMM.
Date Aug 10, 51
By Charles Swan
Delputy

NAME		ADDRESS
George Waldkirch	(3)	Portland
Isabelle Russell		Salem
John Hillyard		Sandy
S. E. Gillespie	(1)	Boring
James W. Yelton	(1)	Clackamas
Calr J. Sorrels		Eagle Creek
Arlos B. Crocker		Milwaukie
Oscar C. Payne		
James L. Becker		Sandy
John M. Cross, Jr.		Molalla
M. E. Battin	(1)	Portland
Andrew C. Queirolo	(1)	Milwaukie
LeRoy Fuller		Portland
Horace W. McCarley		Mehama
R. M. Ingersol		Oregon City
Leslie S. Thompson	(1)	Clackamas
Richard A. Greene		Forest Grove
James C. Perry		Newberg
Robert L. Porter	(1)	Clackamas
MISCELLANEOUS		
Joe Staley	Lumber & Wood	Portland
Columbia Distributing Co.		Portland
M. A. Brown	Wood	Milwaukie
Robert A. Schrum		Oak Grove
Walter E. Sagner	Berries	Estacada
Fred Randall	Wood	Estacada
Bekins Van & Storage		Portland
Gerbert Seed Co.		Estacada
East-West Garbage Disp.		Portland
Franz Bakery		Portland
Stein's Bakery		Portland
Langendorf Bread		Portland
Luxury Bread		Portland
Alpenrose Dairy		Portland
V & M Tiber Co.	Lumber or Logs	Vancouver, Wash.
A.B.C. Auto Supply		Portland
Dairy Coop. Ass'n		Portland
Roy Jackson	Fuel	Selma
Milburn A. Brown		Milwaukie
Merle Brown Pet. Dist.		Oregon City
Davison Sales	Bread	Portland
Acme Timber Co.	Lumber or Logs	Portland
Quaker State Oil Co.		Portland
Indistrial Products Co.		Portland
Swartz Transfer & Storage		Portland
Success Feed Store		Portland
Portland Pipe Co.		Portland
Miesen Fuel Co.		Portland
Rollin Lumber Co.	Lumber	Portland & Carver
Hatch Inc.		Portland
Sunset Fuel Co.		Portland
Pearson Truck Service		Boring
Milwaukie Feed Mill		Milwaukie
Monarch Distributing Co.		Oregon City
Capital Oil Co.		Portland
Carver Pre-Mix Concrete Co.		Oregon City
Toten Transit Co.		Portland
General Transport Co.		Portland
Doug. H. Rambo		Portland
James A.C. Tait & Co.		Portland
Fourier Truck Service		Molalla
Erickson Brothers Construction Co.		Estacada
E. J. Flood	Wood	Milwaukie

RECEIVED
JUL 26 1954
FOR FILING

S-271 (4)
4451

July 22, 1954

Oregon State Highway Commission

Gentlemen:

We are running into considerable difficulty in our proposal to construct an overcrossing of the Southern Pacific main line tracks at Clackamas. The existing railroad crossing, which is on the Clackamas Secondary Highway No. 171, is a very hazardous crossing made more so by the fact that sight distance is restricted and the Southern Pacific Company runs its streamline trains over this route at high speeds.

We had petitioned the Public Utilities Commissioner for authority to construct the overcrossing, asking the closure of the existing crossing on the Clackamas Secondary Highway together with a county road crossing approximately one-half mile south of the proposed new overpass. The county road crossing is likewise a hazardous one, and it would seem that if a new overcrossing is to be constructed it should serve both the county road and the secondary highway, particularly when both are within a one-half mile distance. The additional travel distance would not exceed 0.3 mile by closing both existing crossings and utilizing the proposed overhead.

Subsequent to filing of our petition to the Public Utilities Commissioner, many objections have been voiced to the closure of the two crossings. In the matter of the existing secondary highway crossing, the Oregon National Guard is concerned as they unload freight on the west side of the railroad tracks and use the existing crossing to transport the freight to Camp Withycombe. The Adjutant General has advised, however, that the National Guard will make no objection to the closing of the existing secondary highway crossing if a new spur and unloading platforms are constructed on the east side of the railroad. This would require the purchase of additional right of way. The Southern Pacific Company insists on concrete loading platforms, and these items, together with the construction of the spur track, are estimated to cost approximately $14,000.

On the county road crossing objections were raised by two County Commissioners; Safeway Stores, which is planning a large development in the vicinity; District No. 64, Clackamas Grade School; and many of the local citizenry.

The Southern Pacific Company has advised that if both crossings are closed it will contribute 10 per cent toward the cost of the overcrossing.

See also delegation

which contribution would amount to about $16,000. However, unless both crossings are closed it will not share in any costs, and it will not share in the cost of building the facilities for the National Guard, even though both crossings are closed.

The result of the above conditions seems it appear that it is extremely doubtful if the county road crossing can be closed, which may mean no contribution from the Southern Pacific Company. Probably the existing secondary highway crossing will be ordered closed, providing the State provides the new unloading facilities and spur track for the National Guard. Therefore, there is some question as to the advisability of proceeding with the proposed improvement, on which the construction and right-of-way costs will amount $200,000 unless both the hazardous grade crossings can be eliminated.

I am placing this matter on the agenda so that I may discuss it with you in detail at the forthcoming meeting. There are many places that the money could be used to advantage if the overcrossing project is deferred until such time as more favorable opinion is evident toward the closure of the existing crossings.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. C. W. Enfield

WCW:me lg

RECEIVED

FOR FILING

S-271 (4)
4451

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1954

NOTED
W. C. WILLIAMS

SUBJECT: Pux 100 - Clackamas Overcrossing Project
Southern Pacific Company
Clackamas Highway No. 171
Clackamas County

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

Dear Mr. Williams:

You have asked me to give you a resume of occurrences in connection with the application of the State Highway Commission for authority to construct an overcrossing over the tracks of Southern Pacific Company near Clackamas in Clackamas County. In doing this, I will restrict myself to pleadings before the Public Utilities Commissioner and negotiations with Southern Pacific Company subsequent to the application without reference to general correspondence prior to the application.

The application of the Highway Commission prayed for an order authorizing the construction of the crossing and that it is and will be desirable to close the existing crossing on Clackamas Highway No. 171, identified as Crossing C-760.0, which is in the vicinity of the depot and, also to close the existing crossing on the county road identified as crossing C-759.3, approximately 0.7 miles southerly from the Clackamas crossing, and that in the event that either or both of said crossings are closed, Southern Pacific Company should be required to contribute to the extent of 10% of the total cost of the entire Clackamas Overcrossing project. At the time of the filing of the petition I was told that the estimated cost of this construction was $160,000 or $170,000 but, in order to be safe, I gave an estimate of $180,000.

Safeway Stores, Inc. filed an answer protesting the closing of Crossing C-759.3 setting out that the corporation owns approximately 100 stores within the State of Oregon, now served by warehouses in the Portland vicinity and representing that plans are well developed for the construction of a distribution center in the vicinity of Crossing C-759.3; that after the construction of the distribution center approximately 187 large trucks will be directed south-bound each week, which number of trucks will probably be increased after the construction of the distribution center. These trucks will cross Crossing C-759.3; that, in addition thereto, the distribution center will be served by many produce trucks and other supply trucks from the Willamette Valley and southern Oregon; that the distribution center, when built, will have an estimated number of employees between 500 and 600, a large part of whom will be residents of Oregon City, Gladstone and Clackamas, and will be seriously inconvenienced if Crossing C-759.3 is closed, and that the closing of Crossing C-759.3 will require an additional distance for truck travel of approximately 3 miles around sharp-angled turns with additional stops and starts, and that based upon the corporation's operational costs the additional distance will result in an additional annual cost to the corporation of approximately $22,500.

Wallace R. Telford, County Judge, filed a letter with the Public Utilities Commissioner in which he favored the closing of both crossings C-760.0 and Crossing C-759.3. His position was based upon his opinion that it did not seem logical to build a costly overpass and leave the two grade crossings in addition. He points out in his letter, however, that two of the County Commissioners object to the closing of Crossing C-759.3.

Stan Skoko and Bob Jones, County Commissioner, filed objections with the Public Utilities Commissioner strenuously objecting to closure of Crossing C-759.3, basing this in large part upon the Safeway Stores objection and the effect that the closure might have on industrial development in the county. There was no comment upon public safety factors. No objection was made to the closure of Crossing C-760.0.

Frank T. Mooney, Route 1, Box 22A, Clackamas, Oregon, filed a formal protest to the closure of Crossing C-759.3 on account of interference with his farming operations and also setting out that the closure of the crossing would work a hardship on many other people and industries.

LuElla Hinkle, Lawton Springs, Route 2, Box 633, Reno, Nevada, filed an objection to the closing of Crossing C-759.3 on the grounds that such closure would be unfair to the property owners who live near there and work in the Oregon City area. She also represented that it would decrease values of the properties of these persons.

Thomas E. Rilea, Adjutant General, filed an answer in which no objection was made to the closing of the existing crossings but set out that the closing of Crossing C-760.0 would seriously handicap the National Guard, in that for the two-year period from April 2, 1952, to April 2, 1954, carload tonnages of over eight million pounds had been transported over the crossing. The existing loading platform is located in the southwest quadrant of the crossing intersection and closing of the crossing will necessitate this tonnage moving west, then south, then east over the new project, and then north to the National Guard's Camp Withycombe. It appears from the answer that the tonnage involved consists principally of heavy military equipment, consisting of heavy military vehicles, tanks, mobile artillery, and similar equipment which would not be self-operative at the time of movements and which have to be towed. It was suggested that a loading facility be constructed on the easterly side of the crossing.

Southern Pacific Company filed its answer making no objection to the construction of the grade separation project provided no portion of the costs thereof was assessed against the company, and alleged that in the alternative if the two grade crossings shall be closed, then Southern Pacific Company consents to the allocation of 10% of the costs applicable to that portion of the structure over Southern Pacific tracks and right of way, only. This was subsequently discussed with Mr. E. L. Graham verbally, and he stated that the answer was too restrictive and that if both crossings are closed Southern Pacific Company would be willing to cooperate to the extent of the entire cost of the project between grade crossings. However, this has not been confirmed by any amended answer or by

any written communication. It is possible to anticipate that if only one crossing is closed Southern Pacific Company may make some objection to partica-pation in the cost of the project.

In order to solve the problems involved in the National Guard situation a conference was held a short time ago in Mr. G. S. Paxson's office, at which time Colonel William H. Adams and Carl [illegible]. Cover represented the Adjutant General's office, Mr. Frank E. Bartlett represented Southern Pacific Company, and Mr. Paxson and myself represented the Highway Department. At that time there was a discussion of tentative plans for constructing a loading facility for the National Guard in the northeast quadrant of the intersection at Crossing C-760.0. Mr. Bartlett made some mention of the construction of a concrete platform similar to the one at the warehouses at Camp Withycombe, but the position of Mr. Paxson and myself was that the construction of the platform should be in kind with the existing platform in the southwest quadrant, which is of timber construction. We also discussed the necessity for the acquisition of an additional strip of land 20 feet in width and extending far enough northerly from the Clackamas Highway to serve the loading platform. At that time it was thought that this might be some 300 or 400 feet in length. Mr. Bartlett, according to my understanding of the procedure, referred the matter to San Francisco and, under date of July 6, Mr. L. P. Hopkins, Superintendent of Southern Pacific Company, addressed a letter to Mr. Baldock, attention Mr. Paxson, transmitting a print of the proposed loading facility. This print is in the file and provides for the construction of a concrete platform instead of a timber platform, and for the acquisition of a 20 foot strip of land approximately 800 feet in length northerly from the Clackamas Highway right of way boundary. The additional length over that discussed at the conference would appear to be of benefit solely to the Railroad Company and not necessitated by the proposed loading platform.

I am leaving it to you to prepare for the Commission the various estimates of cost based upon the latest examinations, as this information is not now available to me.

I am forwarding to you herewith the entire Clackamas Overcrossing file with the request that this file be returned as soon as it has served your purpose, and with the further request that there be supplied a copy of the report to the Highway Commission for permanent inclusion in the file. Your general correspondence prior to submission of the petition is included in the file, but it need not be returned.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Attachment: Pux File 100

RECEIVED
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. E. GLADSTER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM
July 19, 1954

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NOTED
W. C. WILLIAMS

Mr. Chas. H. Heltzel
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon

Pux 100 -Clackamas Overcrossing

Attention: Mr. David Don

Dear Sir:

Herewith there is returned acknowledgment of proof of service of hearing set for August 12 and 13, 1954, on the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company and over and across an industrial spur track on the revised location of Clackamas Highway No. 71 near Clackamas, in Clackamas County, Oregon, your Docket F-2429, which hearing was set upon the basis of telephonic request from this office.

It is regretted that since the request was made and the matter set for hearing, there have been developments which will necessitate referring this project back to the State Highway Commission for further consideration. This will be done at the next meeting scheduled to be held August 9 and 10.

It, therefore, is requested that hearing on the matter be further postponed pending action by the State Highway Commission and further advice from this office.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. R. H. Baldock
Mr. W. C. Williams
Mr. G. S. Paxson
Mr. A. G. Skelton
Mr. C. W. Enfield

REFERRED TO
W. C. Williams
State Highway Engineer
Please prepare report & recommendation

SOUTHERN PACIFIC COMPANY

July 6, 1954

COPY

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Please refer to yours of June 4, Clackamas Overcrossing 7867, and phone conversation with Assistant Engineer Bartlett of July 2.

To serve the National Guard, we have shown on the attached print of our drawing P 14265-A a proposed spur track and unloading ramp, and in red tint a 20 foot strip of property necessary to serve this facility. It will also be necessary to shift the present industrial road which lies on our property.

We estimate the cost for this spur track, including the switch, to be $6240 all recollectible from the State and/or the National Guard. Besides this the State should furnish the right of way, all the grading, shifting the road, concrete platform, concrete ramp, bumper and shifting the fence. They should also make arrangements with Western Union as to their facilities.

You will note on the prints that we have shown by dashes an ultimate extension of the present spur. If track were extended this would save the State a switch and we estimate the cost for the extension only at $4290, plus the other facilities which would be necessary for this construction.

We also wish it understood that no part of these costs will be included in the overhead construction cost as this is strictly a new facility. It would also be our suggestion that the industry that now takes service off existing spur be contacted to be sure that they are agreeable to this extension as they will be interfered with when service is being given to the National Guard.

If this is agreeable to the State please advise.

Yours truly,

(sgd) L. P. Hopkins

RECEIVED
MAY 25 1954
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 19, 1954

NOTED
W. C. WILLIAMS

Mr. Chas. H. Heltzel
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon

Attention: Mr. David Don

Your F-2429, Our Pur 100
Clackamas Overcrossing

Dear Sir:

This is to request that hearing on the application of the State Highway Commission for authority to cross over the tracks and right of way of the Southern Pacific Company and over and across an industrial spur track on the revised location of Clackamas Highway No. 171 near Clackamas, your Docket F-2429, which has been set for Tuesday, June 1, 1954, be postponed to an indefinite future date.

This request is made for the reason that factors have arisen in connection with the closing of crossing 760.0 and service to the Oregon National Guard which cannot be worked out prior to the date set for the hearing on the matter.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. R. H. Baldock
Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. F. B. Grandall
Mr. C. W. Enfield
Mr. G. E. Rohde

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S-271(4)
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1954

SUBJECT: Pux 100 - Clackamas Overcrossing
Clackamas Highway No. 171
Southern Pacific Company
Clackamas County

To: Mr. R. H. Baldock
Mr. W. C. Williams
Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. A. G. Skelton
Mr. C. W. Enfield
Mr. George E. Rohde

Gentlemen:

This is to advise you that hearing before the Public Utilities Commissioner on the application of the State Highway Commission for authority to cross over the tracks and right of way of Southern Pacific Company and over and across an industrial spur track on the revised location of the Clackamas Highway No. 171 near Clackamas in Clackamas County, has been set for 10:00 a.m. on Tuesday, June 1, 1954, in the Clackamas County Court House, Oregon City, Oregon.

This may develop into a long, drawn-out proceeding and I do not anticipate at this time that it will be finished on the first day.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb

NOTED
State Highway Engineer

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MAY 14 1954

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 11, 1954
Salem, Oregon

NOTED
State Highway Engineer

SUBJECT: Pux 100 - Clackamas Overcrossing
Southern Pacific Company
Clackamas Highway

To: MEMORANDUM TO FILE:

On May 10th, Mr. Carl Cover called at my office and we discussed the answer of the Adjutant General to the petition of the Highway Commission regarding the Clackamas Overcrossing project.

The answer of the Adjutant General sets out that if a railroad spur with a parallel loading platform and end ramp is constructed on the easterly side of the railroad and southerly from the crossing on the secondary highway, the needs of the Oregon National Guard will be met.

An examination of our maps on the project indicates that there will not be sufficient railroad right of way width to construct such a spur track on the southerly side of the secondary highway, but that northerly from the highway the railroad has a much greater right of way width which would permit the installation of the desired facilities. It would appear that either location would be of equal value to the National Guard.

In order to verify this assumption I tried to call Mr. Frank Bartlett of the Southern Pacific Company, but he was away from his office and I talked to Mr. Henry Koberstein. While on the phone, Mr. Koberstein got out the railroad right of way map and advised me that in his opinion the right of way south of the highway would be too narrow to permit the construction of the desired facilities without the acquisition of additional right of way, but that the right of way north of the secondary highway should be adequate. He stated that he thought there might be some leases on the northerly area which might complicate the situation, but that he would check into this phase of the matter.

Mr. Cover had no information as to the length of spur which would be required, nor as to the dimensions of the necessary platform for loading nor as to the permissible grades of the end loading ramp. The matter was left upon the basis that these matters will be studied by the Office of the Adjutant General and that he will then get in touch with Mr. G. S. Paxson. After discussion with Mr. Paxson it is possible that they may work out the problem with the engineer of the Southern Pacific Company to the end that an agreeable plan with estimates of cost can be presented to the Public Utilities Commissioner at the hearing so that any controversial issues with the National Guard will be eliminated. There also will be the necessity for a roadway to the loading ramp, and this is a phase of the matter which should be given investigation.

JWD:mb
cc: Mr. R. H. Baldock
Mr. W. C. Williams
Mr. G. S. Paxson

RECEIVED
MAY 11 1954

J. W. DeSOUZA
Assistant Counsel

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FOR FILING

CLACKAMAS GRADE SCHOOL

DISTRICT NO. 64
CLACKAMAS, OREGON

May 4, 1954

Const
Gradexings
Gen
Clackamas Overxing.

File

R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

This letter is to let you know that the Clackamas school board favors the building of an over-pass over the Southern Pacific railway tracks at Clackamas, but also favors the allowing the Market Road to 82nd Ave. to remain open.

Thanking you in advance for your very kind consideration of this matter, I am,

Yours respectfully,

Mrs E A Rekkola

Mrs. E. A. Rekkola, Clerk

REFERRED TO
W. C. Williams
By State Highway Engineer

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S-271(4)
4451
Clackamas County

April 29, 1954

Secretary
Executive Committee of the Clackamas P.T.A.
Box 319
Clackamas, Oregon

Dear Madam:

The Highway Commission has petitioned the Public Utilities Commissioner for authority to construct a railroad overcrossing at Clackamas in the usual manner.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me fp

April 23, 1954
Rt. 319
Clackamas, Ore.

K. Z. Baldock
State Highway Engineer;

NOTED
W. C. WILLIAMS

Dear Sir;

On behalf of the Clackamas Grade School P. T. A. executive committee; we are considerably anxious to see carried through to completion, the railroad overpass here in Clackamas, with nothing done to deprive the community of any proposed enterprises.

Sincerely Yours,
Clackamas P. T. A.
Executive Committee.
E. C. /sec.

NOTED
W. C. WILLIAMS

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APR 26 1954
OFFICE OF
STATE HIGHWAY ENGINEER

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S-271(4)
4451
Clackamas

April 15, 1954

County Court of Clackamas County
Courthouse
Oregon City, Oregon

Attention: Messrs. Stan Skoko and Bob Jones

Gentlemen:

In accordance with your request of January 26, 1954, attached hereto is an excerpt from the minutes of the State Highway Commission meeting held on January 22, 1954 pertaining to the appearance of the Clackamas County Court before the Commission regarding the Carver-Clackamas State Highway No. 212 and 82nd Street (State Highway No. 213).

I am sorry there was such a delay in sending this excerpt to you, but the Highway Commission did not approve the minutes of its January 21 and 22, 1954 meeting until its last meeting on April 1st, and it is the Commission's policy not to release any excerpts until the minutes for that particular meeting has been approved by the Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

Encl

RECEIVED
MAR 31 1954
FORTLAND

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM
March 30, 1954

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NOTED
W. C. WILLIAMS

Mr. Chas. H. Heltzel
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon

Attention: Mr. David Don

Pux 100 - Clackamas Overcrossing

Dear Sir:

Herewith I hand you original and 5 additional copies of application of State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company and over and across an industrial spur track on the revised location of Clackamas Highway No. 171, near Clackamas in Clackamas County.

It is requested that service of the additional copies be made as follows:

Southern Pacific Company	2 copies
LuElla Hinkle 3240 S. E. 136th Ave., Portland, Ore.	1 copy
Maj. Gen. Thomas E. Riley Adjutant General 412 State Office Building, Salem, Ore.	1 copy
Clackamas County	1 copy

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 6
Copies to: Williams, Paxson, Smith
Crandall, Enfield

RECEIVED
FOR FILING

Court
Grade Xing
Fem

March 49, 1954

Mr. Stan Skoko, County Commissioner
Clackamas County Court
Courthouse
Oregon City, Oregon

Dear Mr. Skoko:

This is to acknowledge receipt of your letter of March 43, 1954 enclosing a copy of a letter signed by yourself and Mr. Bob Jones in behalf of the Clackamas County Court and directed to Mr. R. H. Baldock, State Highway Engineer, pertaining to construction of an overpass over the Southern Pacific Railway at the town of Clackamas.

I shall bring it to the attention of the members of the State Highway Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

cc Members of the Commission
R. H. Baldock

COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 3270

COUNTY OF CLACKAMAS

COUNTY COURT

COUNTY COURT HOUSE OREGON CITY, OREGON

March 23, 1954

Honorable H.B. Glaisyer, Secretary
State Highway Commission
Public Service Building
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed you will find a copy of the letter sent to R.H. Baldock, State Highway Engineer, pertaining to the construction of an over-pass over the Southern Pacific Railway lines at Clackamas, which is a very brief summary of the existing conditions at the crossing.

We highly approve of the action taken by your honorable commission and implore you to instruct the Highway Engineers to proceed immediately with the over-pass construction.

We further implore you to assist us in maintaining Market Road No. 16 as a travable thoroughfare.

RECEIVED
MAR 24 1954
OREGON
STATE HIGHWAY COMMISSION

Yours very truly,

STAN SKOKO
County Commissioner

SSS:mp

P.S. At the present time, Commissioner Jones is on vacation in California, therefore, his signature does not appear on this letter, however, he has authorized the undersigned to express his opinion in this matter.

SSS

ACKNOWLEDGED
H B. GLAISYER

COUNTY COURT
Wallace R. Telford, Judge
Stan Stoke, Commissioner
Bob Jones, Commissioner

Phone Oregon City 3270

COUNTY OF CLACKAMAS
COUNTY COURT

COUNTY COURT HOUSE OREGON CITY, OREGON

March 12, 1954

R.H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

This letter is being written to you to further express the feelings of the undersigned in the matter of the suggestion as presented by Mr. W.C. Williams, Deputy State Highway Engineer; said matter pertaining to the closure of Mkt. Rd. #16 at its juncture with the Southern Pacific railway tracks at the aforementioned location.

The undersigned object to this closure for many reasons, some of which are herewith indicated. (1) The closure of Mkt. Rd. #16 at its Southerly outlet to 82nd Street would seriously jeopardize and prevent the development of a highly suitable industrial area adjacent to the said Mkt. Rd. #16. (2) Safeway Stores Inc. has purchased approximately one hundred acres of land just easterly of the road which Mr. Williams is seeking to close. The Safeway people contemplate immediate construction of a many million dollar plant in this site. From the information at my disposal, should Mkt. Rd. #16 be closed, Clackamas County would loose this fine enterprise. The reasons for the same being that it would necessitate many additional taxable miles of travel for 60 percent of the Safeway truck fleet. This plant will provide employment for many people. (3) Many people using Mkt. Rd. #16 who have personally expressed to me their desire that the road be maintained in addition to the newly proposed overpass. This fact may be verified by numerous objectors whose names are available upon your request. (4) Mkt. Rd. #16 serves as a by-pass connecting with the Clackamas-Estacada Highway shortening the distance considerably between the two points. (5) Mkt. Rd. #16 has, we believe, the widest right-of-way of any County Road in Clackamas County; thereby affording ample vision in each direction at the present railway crossing.

The undersigned wish it clearly understood that we are in absolute accord with the honorable State Highway Commission in assuming that an overpass in the Clackamas vicinity for the Clackamas-Estacada Highway is an absolute necessity and must be completed in the immediate future for the following reasons: (1) The practically blind approach to the two track Clackamas Station grade crossing; (2) The school busses affected are those serving Milwaukie Union High School, Clackamas Grade School, St. Johns Parochial School, Milwaukie and other busses involved in inter-school activities. (3) Public carriers use this route. (4) This route is the out-let for many log trucks hauling logs from the Mt. Hood National, O & C lands and private forests, creating a definite hazard at this crossing. (5) Traffic

has been stopped and cars have formed a line in excess of one-half mile in length while waiting for the slow moving freight trains to switch and/or exchange passage on the Clackamas Station two track crossing. This usually occurs during three or four of the summer months in the late afternoon hours when the motoring public is homeward bound. Fortunately, this type of condition does not exist on the Mkt. Rd. #16 crossing. It would certainly be remorseful should a school bus or public carrier be involved in a serious accident at this Clackamas grade crossing.

We believe you are aware that there have been many requests made by pro-ponents for the vitally needed over-crossing of the Clackamas-Estacada Highway at the Southern Pacific tracks at Clackamas. We further believe that you are aware of the dangers to the travelling public at the Clackamas crossing and of the necessity for the construction of the aforementioned structure. Therefore, all these facts being in existance in addition to others, we implore you to proceed immediately with your plans for the construction of the overpass across the Southern Pacific tracks in the vicinity of Clackamas Station, Section 9, Township 2 South, Range 2 East of the Willamette Meridian.

Yours very truly,

CLACKAMAS COUNTY COURT

Commissioner

Commissioner

SSS:mp

CC: Chairman, Milwaukie Union High School Board
Chairman, Clackamas Grade School Board
Chairman, St. Johns Parochial School, Milwaukie
Secretary, Portland-Estacada Bus Lines
Safeway Stores Inc., c/o Herb Hardy
Southern Pacific Railroad Co., c/o Engineer Bartlett, Portland
Dwyer Logging Co., Portland
Western Logging Co., Portland
Enterprise-Courier, Oregon City
Milwaukie Review, Milwaukie
Oregon Journal, Portland
Oregonian, Portland
Oregon State Highway Commission
Oregon State Highway Engineers, W.C. Williams and Frank Young

RECEIVED
MAR 16 1954
OFFICE OF
STATE HIGHWAY ENGINEER

March 12, 1954

M
R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

This letter is being written to you to further express the feelings of the undersigned in the matter of the suggestion as presented by Mr. W. C. Williams, Deputy State Highway Engineer; said matter pertaining to the closure of Mkt. Rd. #16 at its juncture with the Southern Pacific railway tracks at the aforementioned location.

The undersigned object to this closure for many reansons, some of which are herewith indicate. (1) The closure of Mkt. Rd. #16 at its southerly outlet to 82nd Street would seriously jeopardize and prevent the development of a highly suitable industrial area adjacent to the said Mkt. Rd. #16. (2) Safeway Stores, Inc. has purchased approximately one-hundred acres of land just easterly of the road which Mr. Williams is seeking to close. The Safeway peopl contemplate immediate construction of a many million dollar plant in this site. From the information at my disposal, should Mkt. Rd. #16 be closed, Clackamas County would loose this fine enterprise. The reasons for the same being that it would necessitate many additional taxable miles of travel for 60 percent of the Safeway truck fleet. This plant will provide employment for many people. (3) Many people using Mkt. Rd. #16 who have personally expressed to me their desire that the road be maintained in addition to the newly proposed overpass. This fact may be verified by numerous objectors whose names are available upon your request. (4) Mkt. Rd. #16 serves as a by-pass connecting with the Clackamas-Estacada Highway shortening the distance considerably between the two points. (5) Mkt. Rd. #16 has, we believe, the widest right-of-way of any County Road in Clackamas County; therby affording ample vision in each direction at the present railway crossing.

The undersigned wish it clearly understood that we are in absolute accord with the honorable State Highway Commission in assuming that an overpass in the Clackamas vicinity for the Clackamas-Estacada Highway is an absolute necessity and must be completed in the immediate future for the following reasons: (1) The practically blind approach to the two track Clackamas Station grade crossing. (2) The school busses affected are those serving Milwaukie Union High School, Clackamas Grade School, St. Johns Parochial School in Milwaukie and other busses involved in inter-school activities. (3) Public carriers use this route. (4) This route is the out-let for many log trucks hauling logs from the Mt. Hood National O & C lands and private forests, creating a definite hazard at this crossing. (5) Traffic has been stopped and cars have fromed a line in excess of one-half mile in length while waiting for the slow moving freight trains to switch and/or exchange passage on the Clackamas Station two track crossing. This usually occurs during

March 12, 1954

R. H. Baldock
State Highway Engineer

three or four of the summer months in the late afternoon hours when the motoring public is homeward bound. Fortunately, this type of condition does not exist on the Mkt. Rd. #16 crossing. It would certainly be remorseful should a school bus or public carrier be involved in a serious accident at this Clackamas grade crossing.

We believe you are award that there have been many requests made by pro-ponents for the vitally needed over-crossing of the Clackamas-Estacada Highway at the Southern Pacific tracks at Clackamas. We further believe that you are aware of the dangers to the travelling public at the Clackamas crossing and of the necessity for the construction of the aforementioned structure. Therefore, all these facts being in existance in addition to others, we implore you to proceed immediately with your plans for the construction of the overpass across the Southern Pacific tracks in the vicinity of Clackamas Station, Section 9, Township 2 South, Range 2 East of the Willamette Meridian.

Yours very truly,

CLACKAMAS COUNTY COURT

/s/ Stan Skoko
Commissioner

/s/ Bob Jones
Commissioner

SSS:mp

cc: Chairman, Milwaukie Union High School Board
Chairman, Clackamas Grade School Board
Chairman, St. Johns Parochial School, Milwaukie
Secretary, Portland Estacada Bus Lines
Safeway Stores, Inc., c/o Herb Hardy
Southern Pacific Railroad Co., c/o Engineer Bartlett, Portland
Dwyer Logging Co., Portland
Western Logging Co., Portland
Enterprise-Courier, Oregon City
Milwaukie Review, Milwaukie
Oregon Journal, Portland
Oregonian, Portland
Oregon State Highway Commission
Oregon State Highway Engineers, W. C. Williams and Frank Young

March 12, 1954

R.H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

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[illegible] the area.

* * * * * * * * *

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We believe you are aware that there have been many requests made by pro-ponents for the vitally needed over-crossing of the Clackamas-Estacada Highway at the Southern Pacific tracks at Clackamas. We further believe that you are aware of the dangers to the travelling public at the Clackamas crossing and of the necessity for the construction of the aforementioned structure. Therefore, all these facts being in existance in addition to others, we implore you to proceed immediately with your plans for the construction of the overpass across the Southern Pacific tracks in the vicinity of Clackamas Station, Section 9, Township 2 South, Range 2 East of the Willamette Meridian.

Yours very truly,

CLACKAMAS COUNTY COURT

Commissioner

Bob Jones

Commissioner

BJS:mp

cc: Chairman, Milwaukie Union High School Board
Chairman, Clackamas Grade School Board
Chairman, St. Johns Parochial School, Milwaukie
Secretary, Portland-Estacada Bus Lines
Safeway Stores, Inc., c/o Herb Hardy
Southern Pacific Railroad Co., c/o Engineer Bartlett, Portland
Dwyer Logging Co., Portland
Western Logging Co., Portland
Enterprise-Courier, Oregon City
Milwaukie Review, Milwaukie
Oregon Journal, Portland
Oregonian, Portland
Oregon State Highway Commission
Oregon State Highway Engineers, W.C. Williams and Frank Young

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel with the following persons present and participating:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

* * * * * * * * * *

A delegation representing the Clackamas County Court, the Oregon City Common Council, and the Oregon City Chamber of Commerce came before the Commission concerning improvement of 82d Avenue, route of the Cascade Secondary Highway between Oregon City and Portland. The following people composed the group: Messrs. Wallace R. Telford, Clackamas County Judge; Stan Skoko and Robert Jones, County Commissioners; Ed Carswell, Secretary, Oregon City Chamber of Commerce; Walter Buse, Paul Sauve and C. H. McGirr, members of the Chamber of Commerce; and Bob Wyrick, Merle Brown, D. G. Dunmire and Ray Dunmire, businessmen. Judge Telford was principal spokesman and introduced the members. He stated that he has inspected the route proposed by the State Highway Engineer and that such route has his personal approval and that of the County Court. He pointed out the hazardous condition caused by the narrow bridge at Parkplace and urged that the improvement be undertaken in the immediate future to facilitate the flow of traffic between Portland and Oregon City. Other members of the delegation emphasized the need for a new bridge at Parkplace and stated that their principal concern is in selecting the best route for whatever improvement is made.

Judge Telford also brought up the matter of the proposed overpass of the Southern Pacific Railroad at Clackamas, and the proposed closure of one of the county roads that is involved (Market Road No. 16). He stated that he personally favors closure of the road, but the other two County Commissioners do not. Commissioner Skoko explained that he and Commissioner Jones feel that Market Road No. 16 should not be closed because there are possibilities of industiral development in the area which will require use of this road. He mentioned a possible expenditure of $12,000,000 in industrial plants. Commissioner Jones stated that he agrees with Mr. Skoko and that they will write the Commission more about the matter in a few days. The Commission deferred action on the matter.

* * * * * * * * * *
\- - - - - - - - -

January 26, 1954

County Court of Clackamas County
Courthouse
Oregon City, Oregon

Attention Mr. Stan Skoko and Mr. Bob Jones

Gentlemen:

The State Highway Engineer, Mr. R. H. Baldock, has handed me your letter of January 25, 1954 in which you request that you be furnished excerpts from the meeting of the State Highway Commission meeting held on January 22, 1954 insofar as they are concerned with the appearance of the County Court before the Highway Commission with respect to the Carver-Clackamas State Highway No. 212 and 82d Street (State Highway No. 213).

The minutes of the meeting held last week have not as yet been prepared, and I do not anticipate that they will be ready for approval of the Commission for two or three weeks. I have been cautioned by members of the Commission on several occasions in the past not to give anyone excerpts from the minutes until the minutes have been approved by the members of the Commission in regular session. In view thereof it will not be possible for me to give you the excerpts until after the Commission's next meeting which is scheduled for February 24 and 25 when I anticipate that the minutes will be approved, but I will be glad to do so then. I am sorry that I cannot respond sooner.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

COUNTY OF CLACKAMAS

COUNTY COURT

COUNTY COURT HOUSE OREGON CITY, OREGON

January 25, 1954

R.H. Baldock, Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

At the Highway Commission meeting at the Imperial Hotel on January 22, 1954, Judge Telford made several remarks concerning the proposed overpass connecting the Carver-Clackamas State Highway #212 and 82nd St. (State Highway #213). He made a statement to the effect that the project may be deferred unless the Dedman Cut-off and the Clackamas grade crossing were closed.

We will sincerely appreciate your forwarding us the excerpts from the minutes which contained his remarks on this subject.

Kindest regards,

Judge

Stan Skoko

Commissioner

Bob Jones

Commissioner

BJ/mp

RECEIVED
JAN 26 1954
STATE HIGHWAY ENGINEER

ANSWERED
H. B. GLAISYER

RECEIVED
JAN 20 1954
FOR FILING

S-271(4)
4451

January 19, 1954

Oregon State Highway Commission

Gentlemen:

We have completed the survey for the relocation of a short section of the Clackamas Secondary Highway at Clackamas where it is proposed to build an overcrossing of the main line of the Southern Pacific Railway Company tracks. The relocated line is indicated in heavy broken line on the attached map.

This is a regular federal-aid secondary project with an allocation of $150,000, and it is proposed to call bids for the project in March.

Your approval of the survey is recommended in order that the right of way may be acquired in time for the proposed call for bids.

Very truly yours,

H. H. Baldock
State Highway Engineer

Encl.
cc Mr. H. G. Smith

WCW:me hi

OREGON STATE HIGHWAY DEPT.

Survey Approval Map

CLACKAMAS OVERCROSSING

CLACKAMAS HIGHWAY

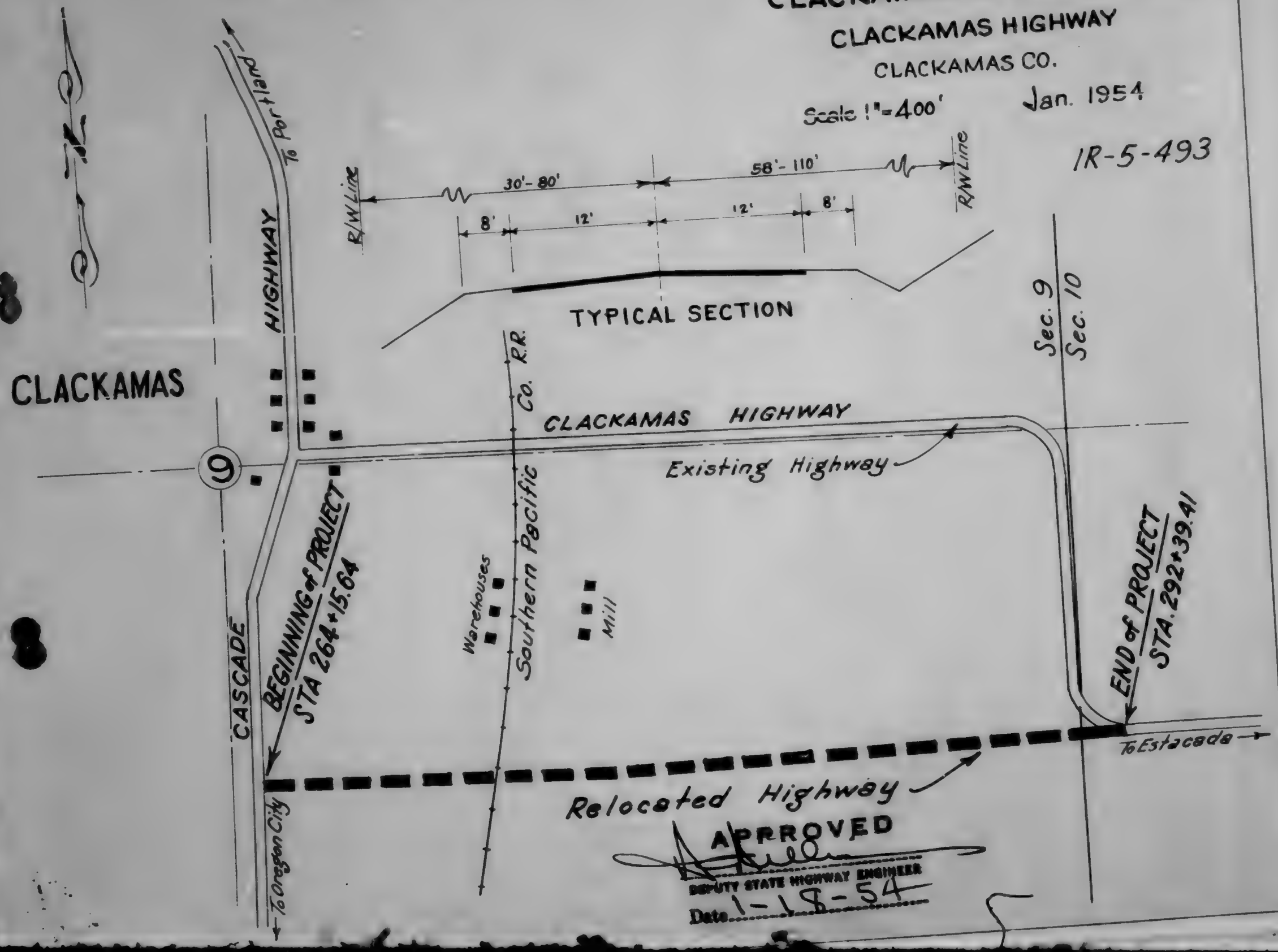
CLACKAMAS CO.

Scale 1"=400' Jan. 1954

IR-5-493

T. 2 S. R. 2 E.

TYPICAL SECTION



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 1-18-54

RECEIVED
JAN 19 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

S-271 (4)
4451

Salem, Oregon
January 18th, 1954

SUBJECT:

To: 4501 Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith seven copies of a sketch map of the relocation of the Clackamas Overcrossing Section of the ~~Cascade~~ Clackamas Secondary Highway for use in securing Commission approval of the survey.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

RECEIVED
JAN 12 1954
FOR FILING

FOUR LANE

ECONOMIC ANALYSIS

Clackamas Overcrossing - Oregon City Section
Cascade Highway

WITH GRADE SEPARATION STRUCTURES

Item	Unit	Route* A-B-C-D-F	A-B-D-F	A-E-B-C-D-F	A-E-B-D-F	A-E-F
Length	Miles	4.92	4.70	5.24	5.02	4.67
Rise & Fall	Feet	406	356	306	256	106
Central Angle	Deg.	277	230	277	257	61
Estimated Cost	$	1,541,000	1,443,000	1,582,000	1,484,000	1,702,000
Annual Cost	$	94,080	88,854	96,521	91,297	97,982
Annual Benefits	$	102,136	135,646	49,061	86,945	289,388
Q_B		1.09	1.53	0.51	0.95	2.95

WITHOUT GRADE SEPARATION STRUCTURES

Item	Unit	Route* A-B-C-D-F	A-B-D-F	A-E-B-C-D-F	A-E-B-D-F	A-E-F
Length	Miles	4.92	4.70	5.24	5.02	4.67
Rise & Fall	Feet	406	356	306	256	106
Central Angle	Deg.	277	230	277	257	61
Estimated Cost	$	1,260,000	935,000	1,292,000	967,000	1,334,000
Annual Cost	$	79,749	62,946	81,731	64,930	79,214
Annual Benefits	$	99,322	132,593	46,836	84,453	281,908
Q_B		1.25	2.11	0.57	1.30	3.56

*For Route Identification See Accompanying Map.

Note: Full maintenance cost of $2,000 per mile for maintaining the present highway was added to all the routes but A-E-F. In this case the cost was computed at $1,000 per mile due to a large decrease in the traffic that would remain on the present highway, if this route were built.

11/23/53

RECEIVED
DEC 4 - 1953
FOR FILING

S-2711 (1)
4451

December 3, 1953

County Court of Clackamas County
Oregon City, Oregon

Gentlemen:

While I realize from the correspondence before me that you gentlemen are not in concurrence of opinion as to the closure of Market Road No. 16 at its crossing of the Southern Pacific tracks in the event that a grade separation is constructed near Clackamas, I feel I should discuss the matter a little more with you.

In the first instance, the crossing is an extremely hazardous one due to poor sight distance and the fact that the Southern Pacific Company runs its high speed trains over this particular track. Further, there is danger even to the Railroad Company by reason of the large log trucks using this crossing, as a collision with such a truck can cause material damage to a train. Notwithstanding this, the Southern Pacific Company as yet is not favorable toward the closing of this crossing.

We have had many, many requests over a period of years for the construction of a grade separation at Clackamas and we realize that this should be done and are anxious to do so, but it seems somewhat incongruous to construct a grade separation structure at a cost of $150,000 or more and still leave hazards existing on roads in the nearby vicinity. I have carefully checked into this matter, and I find that if the crossing of Market Road 16 were closed the distance via 82nd Street to the Clackamas Overcrossing and thence eastward over the overpass to a connection with Market Road 16 would be 1.1 miles. By way of the existing road the distance is 0.8 mile, so that the additional travel distance is only 0.3 mile. At a speed of 40 miles per hour it would require less than one-half minute to traverse this extra distance. Also, if the crossing remains open there will always be considerable delay to traffic due to passing trains, particularly, long freight trains. This delay to traffic will be entirely eliminated by use of the overpass and probably the time saved by this would more than offset the additional one-half minute's time required to travel via the overpass.

In the interests of safety to all people using this crossing, I believe that the County Court and the State Highway Commission should jointly petition the Public Utilities Commissioner for the closing of the existing state highway in Clackamas and County Market Road No. 16.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. A. G. Skelton
Mr. J. D. DeSouza

WCW:ms

By: W. C. Williams
Deputy State Highway Engineer

FORM H-30 27,500 4-52 56908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
O F F I C E

NOTED
W. C. WILLIAMS

Dear Sir:

Referring to the matter of the Clackamas Grade Separation and particularly to my letter to you dated October 30, 1953, I hand to you herewith a copy of the letter from Division Engineer Skelton and copies of letters from the Clackamas County Court, which somewhat clarify my letter.

It seems that, as usual, the Clackamas County Court is in disagreement; however, I still recommend that we continue as outlined in my letter to you of October 30th.

Very truly yours,

H. G. Smith
Construction Engineer

By
Forrest Cooper
Ass't. Construction Engineer

FC:js
Encl.

RECEIVED
NOV 13 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 8-51 62315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 9th, 1953

SUBJECT:

RECEIVED
NOV 10 1953
CONSTRUCTION ENGINEER

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

You recently forwarded a copy of your letter of October 30, 1953 to Mr. W. C. Williams, concerning the proposed Clackamas Grade Separation over the Southern Pacific, to myself. In this letter you advised Mr. Williams about the information that I gave you that Clackamas County would join with the state in the question of closure of county market road No. 16, which now crosses the railroad at grade a short distance south of our proposed overcrossing structure. This matter had been discussed with the County Judge previous to my conversation with you, and the judge at that time advised me that the court would definitely request the closure of this crossing and route this traffic over our new separation. Recently, however, we have heard that the Clackamas County Court is not in agreement on this matter, and I asked Mr. Frank Young to check with the court and to get us a definite expression from the court as to their attitude in this matter.

I am enclosing herewith two letters, one from the County Judge dated November 4, 1953, and one from the two Commissioners dated November 5th, which I believe gives the attitude of the court at the present time on this matter. The two commissioners advise that they favor keeping this grade crossing open even if we do construct a new grade separation structure, and that this majority of the court apparently plan on appearing before the Public Utilities Commissioner when a hearing on this matter is held, and will present their objections to the closure of this county road.

As you know, the Southern Pacific Company has indicated objection to the closing of the existing crossing on the Clackamas Secondary Highway, although as you state in your letter, there is no reason why closure of this road would in any way impair the activities of the Southern Pacific. In my opinion, the construction of an overhead crossing on the present location of the Clackamas Secondary Highway is not feasible, due to the heavy property damage that would result from the necessity of maintaining a roadway to the railroad station, and the necessity of service roads to serve property on both sides of the track, most of which is industrial, and which would be blocked off by the construction of a high fill.

Yours very truly,

A. G. SKELTON
Division Engineer

NOTED
FORREST COOPER

AGS:w
Encl.
cc: G. S. Paxson
H. C. Broadwell

C
O
P
Y

COUNTY OF CLACKAMAS

COUNTY COURT

County Court House Oregon City, Oregon

November 5, 1953

A. G. Skelton, Division Engineer
Oregon State Highway Department
9200 SE McLoughlin Blvd.
Portland, Oregon

Dear Sir:

Reference is hereby made to the request for an expression of the desire of the Clackamas County Court relative to the Southern Pacific Railway grade crossing on the Dedman Cut-off known as Market Road #16 located in Section 16, T.2.S., R.2.E., W.M.

It is the opinion of the majority of the members of the Clackamas County Court that the said grade crossing should be maintained in its present or better condition. The Clackamas County Court is fully aware of the benefits that will be extended the travelling public when the over pass, crossing east of 82nd Street connecting with State Highway 214 and approves fully of the construction of the said project.

However, equally as well, we contend the Dedman cut-off is also very vital to the travelling public as distances are shortened by its existance for the vehicular travel of County Roads, along with its many other benefits to the community.

It is the intention of the undersigned to bring these various matters pertaining to the intended elimination of the grade crossing on the cut-off before the public utilities commission and before whomever may be concerned, in such a manner that the afore mentioned grade crossing will not be closed nor impaired after the construction of the proposed alternate over pass crossing in the near vicinity.

We sincerely regret that a difference of opinion by the CCC members exists on this particular item of business, however, again may we point out that it is the desire of the majority of the CCC that the grade crossing be maintained in its present or better form.

Yours very truly,

NOTED
FORREST COX

Stan Skoko /s/ Comm.

Bob Jones /s/ Comm.

P. S. I, Stan Skoko, further affirm that I travel this grade cross[illegible] approximately and average of three times daily and I am fully aware of the existing conditions pertaining to said crossing; furthermore I have resided within one mile of said crossing for the past 31 years; therefore justifying the statement I make in regard to the crossing involved. SSS

C
O
P
Y

COUNTY OF CLACKAMAS

November 4, 1953

Mr. A. G. Skelton, Division Engr.
9200 S.E. McLoughlin Boulevard
Portland, Oregon

Dear Mr. Skelton:

Mr. Frank Young called upon us today and requested an expression from the County Court members as to whether they favor the closure of the Southern Pacific grade crossing on the "Dedman Cutoff" road when the overpass, near Clackamas is constructed.

There is a division of opinion of the Court members on the matter. The other members oppose the closure while I favor closing the grade crossing. It seems to me very unsound to spend thousands of dollars building an overpass to eliminate railroad crossing accidents and to protect life and then allow traffic to operate over the old railroad grade crossing.

There is another factor I believe, that should be considered, the intersection approach of the "Dedman Cutoff" road with 82nd Street is very hazardous and accidents are very frequent at this point. The closure of the railroad grade crossing would entirely eliminate any further accidents. Traffic using the overpass and going either North, South, East or West would in no way be inconvenienced. I am familiar with all the conditions at the railroad crossing and the 82nd Street intersection as I travel the road twice daily.

I regret very much to inform you that I do not have the support of either commissioner for the closure of the railroad grade crossing after the overpass is constructed.

Sincerely yours,

Wallace R. Telford (Sgd.)

WALLACE R. TELFORD
County Judge

WRT:dea

NOTED
FORREST COX

FORM E-30 37,000 4-53 60606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Ass't. State Highway Engineer
O F F I C E

Dear Sir:

I have investigated the matters brought up in Mr. Hopkins' letter to Mr. Baldock dated September 11, 1953 and having to do with the Clackamas grade separation over the Southern Pacific.

Referring to the present highway crossing in Clackamas which crosses the Southern Pacific tracks at Mile Point 760, I can see no reason why the closure of this road would, in any way, impair the activities of the Southern Pacific in this area.

They have a small station located on the westerly side southerly from the secondary highway crossing, which area would still be served from the west in exactly the same manner as it now is. Their team track now in place on that side would need no revision or change. The Southern Pacific already has in existence, a spur track on the east side at Clackamas station and, if necessary, additional spur tracks could be constructed which could easily serve the National Guard or anyone else who is located easterly from the tracks.

Referring to the crossing at Market Road #16, S.P. Mile Point 759.4, I see no reason why this closure should not be requested. There would be a slight additional distance for south bound traffic originating easterly from the Southern Pacific tracks and southerly from our proposed relocation at the overpass, but the elimination of this dangerous crossing should more than justify the cost.

Safeway Stores have recently bought an area for a warehouse easterly from Market Road #16 and southerly from Center Avenue and it is the movements of freight southerly from the warehouse to be constructed on this property that they are using as a lever to try and keep the crossing open. At the present time, construction has not started by Safeway Stores.

Skelton informs me that Clackamas County will join us in requesting this closure.

It is my recommendation that we petition the Public Utilities Commissioner for the two closures and prepare our case on this basis. It is my opinion that the Southern Pacific Company is willing to sacrifice safety in the hopes of being excused from the payment of some small percentage of the cost of a grade separation, and I believe that we should vigorously prosecute the petition for closures.

Very truly yours,

H. G. Smith
Construction Engineer

By
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc A. G. Skelton

RECEIVED
1953

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

322

Portland - September 11, 1953

L. P. HOPKINS
SUPERINTENDENT

Mr. R. H. Baldock
Chief Engineer
Oregon

No. 4501
By

LEASE RETURN TO
W. C. WILLIAMS

ASSIGNMENT

e: September 14, 1953

scription: Letter of September 11 by L. P. Hopkins of the Southern Pacific Company regarding proposed Clackamas overhead. Drawing A-789 enclosed.

cknowledged by _____ Referred to _____ Smith _____

ock Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply PLEASE RETURN TO signature
Please prepare for W. C. WILLIAMS
_____
_____

Assignment executed 11-2-53 Report received _____
me

Remarks:

ur Construction
rtlett relative

ld oppose the
MP-759.40, as
-760. Cross-
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ard and other
, we have a
Order for
d block
ring this
ing.

ving A-789
overhead and in

Also, call your attention to the fact that in designing this overhead and approaches consideration should be given to excluding from your approaches Southern Pacific Company right of way which we own at this point to serve a pole loading site. Also, your structure will have to be able to take care of two spur tracks both of which are on curves, a main track and two sidings.

Your proposed site of the overhead for the main line is over a switch and the pier locations will have to be wide enough to accomodate this additional track.

Yours truly,

L P Hopkins

RECEIVED
1953

NOTE
W. C. WILLIAMS

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

322

L. P. HOPKINS
SUPERINTENDENT

Portland - September 11, 1953

Mr. R. H. Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

This will confirm conversation had with your Construction Engineer, Mr. H. G. Smith, and Assistant Engineer Bartlett relative to proposed Clackamas overhead.

As stated to Mr. Smith, we feel that we would oppose the closing of Market Road #16 which crosses our track at MP-759.40, as well as crossing of secondary State Highway #212 at MP-760. Crossing at MP-760 would have to remain as it serves our station, also, handles traffic from our team track to the National Guard and other industries in this area. At Market Road #16, MP-759.4, we have a large industrial development who have franchise and PUC Order for track crossing, who feel that by closing this road would block their development. We, therefore, feel that in considering this project neither of the two roads be considered for closing.

For your information, attach print of our drawing A-789 showing in red approximate location of proposed overhead and in yellow the two roads in question.

Also, call your attention to the fact that in designing this overhead and approaches consideration should be given to excluding from your approaches Southern Pacific Company right of way which we own at this point to serve a pole loading site. Also, your structure will have to be able to take care of two spur tracks both of which are on curves, a main track and two sidings.

Your proposed site of the overhead for the main line is over a switch and the pier locations will have to be wide enough to accomodate this additional track.

Yours truly,

L. P. Hopkins

RECEIVED
1953

NOTED
W. C. WILLIAMS

Portland DIV'N
DRAWING A-789
SHEET NO.

CAMP WITHYCOMBE
OREGON NATIONAL GUARD
RESERVATION

Cypress Rd.

JOHNSON ROAD

JANSSEN

W Matlock
DLC

CLACKAMAS

(Clackamas Road)

MILL POND

E

O.P.U.D. C-760.0 to be
abandoned E.S. 545+84

S Campbell
DLC

Clackamas
Station

E.S. 555+69
Proposed
Overhead

C

212

A

VECTOR ST.

ROOT ROAD

B

MILL POND

Improve road

Pacific Highway

S. Hull Street

D

(Bend Ave.

SOUTHERN

16

Center Ave (County Road #173)

Cranfield DLC

Market Road No.

Property of Safeway Stores

P.U.D. C-709.9 to be
abandoned E.S. 581+79

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
Main Line
Clackamas
Proposed Overhead
Xing
Scale 1"=900' DA July 29, 1953

Legend
Red shows proposed overhead
Yellow shows Abandonment

DRAWER

S-149 (2) Luckiamute River Bridge 1955
#4452

December 27, 1956

Polk County Court
Courthouse
Dallas, Oregon

NOTED
Harold C. A[illegible]

Contract 4452
S-149(2)

Gentlemen:

As per verbal request of Mr. Remple and Mr. Franklin, the refund of $1,606.42 due you on the Luckiamute River Section of FAS 560 is being retained and will be applied on future FAS projects.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engineer, County & City Relations

CGS:te

cc: Mr. Lockwood Franklin
Polk County Engineer

NOTED
J.F. HAGEMANN

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

Form A-150—10M—8-55

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 1 922

Date December 21, 1956

Your Req. No.

Billing Request No. cc - 282

Credit distribution: 527-1036-297

Polk County
Dallas, Oregon

Attn: County Court

Final billing acceptance Elver Portion, SAS 36(), covered by agreement dated May, 1955.

Original Advance Deposit	15,800.00	
Less: Amt. previously transferred	12,800.00	
Balance Advance Deposit		3,000.00
County share of total costs as per attached	14,193.58	
Less: Amt. previously transferred	12,800.00	
Balance		1,393.58
To be retained		31,606.42

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

State Printing 88944

Att.

cc: Mr. Lockwood Franklin
Polk County Engineer

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

Form A-180—10M—9-56

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Polk County
Dallas, Oregon

Attn: County Court

Invoice No. 48922

Date December 21, 1956

Your Req. No.

Billing Request No. co-282

Credit distribution: 527-1036-297

Final billing supplementary Work Section, FA 181, covered by agreement dated May, 1955.

Original advance amount	1,000.00	
Less Amt. previously transferred	1,000.00	
Balance advance amount		3,000.00
County share of total costs as per attached	4,172.58	
Less Amt. previously transferred	2,766.00	
Balance		1,372.58
To be refunded		$1,606.42

retained

NOTED

State Printing 88944

By

Att.

cc: Mr. Lockwood Franklin
Polk County Engineer

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

December 21, 1956

Polk County Court
Courthouse
Dallas, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the Luckiamute River Section of FAS 56C and it has been determined that the agreed county share is $14,193.58 as shown in the attached statement. As the county initially deposited $15,800. a refund of $1,606.42 is due. This refund will be made by means of a check from our Accounting Division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

cc: Mr. Lockwood Franklin
Polk County Engineer

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

COMPLETED 6/29/56

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Polk — Contract No. 4452 — Date 12/20/56

FAS 560 — Section Luckiamute River Section, S-14[illegible](2)

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing and grubbing	All	$1,500.00	All	$1,500.00
2. Special borrow excav.,unclass.	c.y.	0.80	3,[illegible]74.1	3,104.46
3. Finishing roadbed & slopes	Mile	1,000.00	0.20	200.00
4. Coarse cr. mat'l. in base	c.y.	4.20	1,[illegible]72	5,[illegible]06.00
5. 3/4"	c.y.	4.20	121	514.25
7. Remove old bridge	All	2,800.00	All	2,800.00
8. Shoring, cribbing, etc.	All	5,500.00	All	5,500.00
9. Structural excav.	c.y.	[illegible]	287.14	1,435.70
11. Furnish treated tbr. piling	l.f.	[illegible]	438.17	[illegible]
12. Drive timber pile	Each	40.00	[illegible]	[illegible]
13. Class "A" conc.	c.y.	13.00	[illegible]	[illegible]447.00
14. Metal reinf.	lb.	[illegible]	[illegible]32,[illegible]30	[illegible]3,803.10
15. 8" corr. iron pipe	l.f.	3.[illegible]	[illegible]8	28[illegible].00
PA#1 Select rock borrow	c.y.	2.[illegible]	[illegible]	[illegible],396.00
PA#2 Cement adjust.	bbl.	[illegible].20	[illegible].00	1.30
PA#3 Splice pile	All	46.92	All	46.92
Subtotal				$67,[illegible]46.10
Move power pole				137.96
Construction Engineering				[illegible]268.10
TOTAL CONSTRUCTION COSTS				$73,[illegible]52.16
FEDERAL FUNDS ALLOTTED FOR PROJECT				$[illegible],[illegible]5[illegible].[illegible]

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total costs and federal funds)
($73,2[illegible]2.16 - $[illegible],8[illegible].[illegible]) ÷ 2 = $ [illegible],[illegible]3.53

County Advance Deposit	$[illegible],8[illegible].[illegible]
Less County Share Total Cost	[illegible],193.23
REFUND DUE COUNTY	$ 1,[illegible]66.42

OREGON STATE HIGHWAY DEPARTMENT

S-149(2)
4452

(date)
August 7, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4452	7-Final	Tom Lillebo	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16380	B-157504	$ 6,496.82	8/7/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1955

Time Extensions: to June 30, 1956

Completion Date: June 29, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-9-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 9 1956

Ruth Rawlings

RECEIVED
JUL 30 1956
FOR FILING
S-14912)
4452

July 30, 1956

CERTIFIED MAIL

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract No. 4452 for work performed on the Luckiamute River Section of the Burns Corner-Suver Road in Polk County was completed by the contractor, Tom Lillebo, on June 29, 1956, and was formally accepted by the Highway Commission on July 12, 1956.

Final payment in the amount of $6,496.82 will be released to the contractor on or after August 9, 1956. The total contract amount is $67,546.10, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

da

cc: Glens Falls Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

NOTED ON CARD
dc

NOTED
Harold C. Ayers

July 18, 1956

Polk County Court
Courthouse
Dallas, Oregon

NOTED
J. W. CATTRALL

NOTED
S. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4452, the Luckiamute River Section of FAS 560 in Polk County, was completed on June 29, 1956.

Under the terms of the maintenance agreement signed by the Court on May 13, 1955, and by the Highway Commission on May 25, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

FORM S-128 3M REVISED 2-55

RECEIVED
FEB 8 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

S-1471(2)
4452

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 7, 1956

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from November 30, 1955 to June 30, 1956 within which to complete your contract No. 4452, for bridge, grading and base construction on the Luckiamute River Section of the Burns Corner-Sover Road in Polk County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jonsen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JAN 11 1956
FOR FILING

January 10, 1956

Request for extension of time
No. 13
January 26 and 27 meetings.

Oregon State Highway Commission

Gentlemen:

Re: Lucklamute River Bridge
Contract No. 4454

Tom Killam, contractor on the Lucklamute River Bridge on the Suver-Summer-Dever Road in Polk County, has requested an extension of time from November 30, 1955, to June 30, 1956, in which to complete the project.

All work on the new bridge, with the exception of finishing concrete surfaces, was completed and traffic routed over it before the expiration of the specified contract completion date. It is necessary for the contractor to await the arrival of low water before completing the remainder of the work, which consists of removing the piers for the old bridge and completing the concrete finishing on the new structure.

It is recommended that this extension be granted without penalty. This is a Federal aid Secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

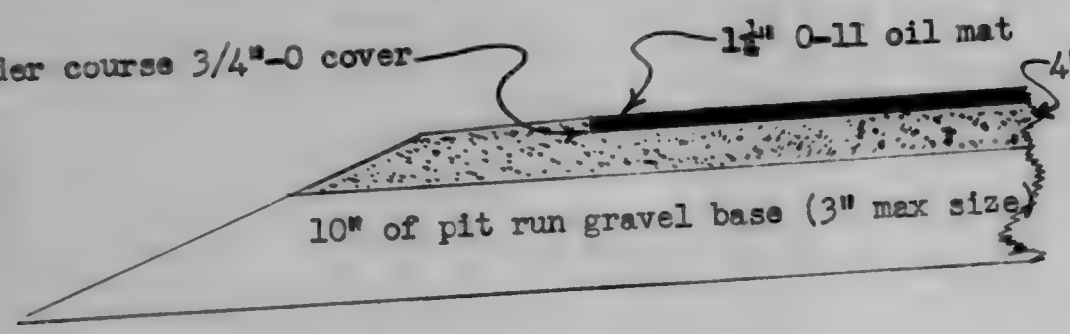
PMS/dp
Attachment

S-149(6)
4532

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section LUCKIAMUTE RIVER BRIDGE Highway F.A.S. 193 County Polk Prefix 527-1474
Res. Engr. W. H. Sample Length of Project 0.94 miles. Sta. 17+50 to Sta. 64+98 Date 12-7-55

TYPICAL SECTIONS ADT Trucks - 3 Traffic Classification - L-M



Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			1¼	Oil Mat
			4	Lev
			10	Pit Run
	15		15¼	

TYPICAL SOIL
42 LL
17 PI
88 % Pass 200
54 % Silt
6 "R" Value

NOTE:
Use LL and PI controls on pit run gravel and base rock.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
State GP 1 mi. N & 0.5 mi. E of Buena Vista	380292	2.66	Gravel	3	15	9.1	20.0	- - - -	28	4	Pit Run Base
Vanderpool GP 0.5 mi. S & 0.4 mi. E of Benton-Polk Co. Line, Buena Vista-Albany Co. Rd.	380107	2.64	Gravel	3	32	8.7	17.2	= = = =	21	3	" " "
Suitable material for 3/4"-0 crushed rock to be obtained from commercial sources.											

Submitted by Ray Webber
Soils Engineer

Recommended by L. W. Young
Construction Engineer

Recommended by L W Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

S-149(6)

5-149 (2)

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 5, 1955, 19

Section Luckiamute River
Kind of work Bridge & Approaches
Highway Burns Corner-Suver Road
Section prefix 527-1036
Contractor Tom Lillebo
Contract number 4452
Date of contract June 2, 1955, 19
Date of completion Nov. 30, 1955, 19
Date work started June 13, 1955, 19
Estimated date of completion Nov. 30, 1955, 19
Project authorization . . . . . $ 79,346.25
Exclusive of Engineering . . . . . $ 73,703.85
Per cent of time elapsed %
Estimated cost of completed project, exclusive of engineering . . . . . $
Estimated per cent overrun or underrun . . . . . %
Per cent of contract completed, based on total contract price . . . . . %
Engineering authorization . . . . . $
Engineering cost to date $, %
Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor called Monday that detour bridge was low and water rising. Went to site and looked for site to obtain borrow material to complete south approach. North approach completed but bridge contractor had material in the way and another pour to make. Tues. morn. got a P.A. Negotiated and cleared for work Wed. morning to try to get traffic through in case detour bridge goes out. Contractor hauled base material Wed. and borrow Thursday, & Friday. Wet weather makes operation very unsatisfactory but is being continued in order that school bus and mail delivery can get through. Better weather later cannot be anitiicipated and completion of this project is ecpected. O.R.Kennan, Res. Br. Engr. has charge of the project and the grade work has been supervised by, J.F.McGee; L.M.Franklin; Ried Merritt and current Res. Engr. S.F.Walters.

NOTED
OSCAR CUTLER

NOTED
L. H. Young

RECEIVED
NOV 7 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed S. F. Walters

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 2 1955
FOR FILING

FORM E-30X 37½ 9-54 78720
4452

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1955

SUBJECT: Luckiamute River Bridge
Burns Corner-Suver Road
Contract No. 4452

To:
Mr. J. D. Walker
Division Engineer

Reference is made to Laboratory Report No. 379047, dated October 28, 1955, by which a portion of the base course material produced on that date failed to meet the provisions on page 5 of the special provisions.

The material source is left to the contractor and he has apparently used an undescribed stockpile from which the sample reported by referenced laboratory report fails to meet our requirements. Because of the difficulty in sampling stockpiles and the fact that Laboratory Report 379048 of the same date meets our specifications, it appears that the sampling procedure may be in error.

Three copies of a recent memo on sampling is attached in which stockpile sampling is discussed.

Please instruct the resident engineer to follow the sampling procedures outlined, and mark his samples so that the source is clearly evident.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

Attachments

cc to: W. C. Williams
Ray Webber

RECEIVED
NOV 1 1955

BASE COURSE AGGREGATE SAMPLING

Several questions of adequate sampling have arisen during the past few months when samples of base course aggregate from the same source have shown very different characteristics, and proposed gravel sources have developed disappointedly. The following is suggested as indicating acceptable methods of aggregate sampling that will be of aid to the field forces of the Construction Division in obtaining representative aggregate samples.

I. Representative Sample

The Oregon State Highway Department's Manual of Standard Practice for Sampling Construction Materials (T.R. 43-2) emphasizes that "a test is of little value, in fact, sometimes misleading - unless the sample has been obtained intelligently". The A.S.T.M. Standards for sampling also emphasizes the importance of the sample being representative of the material sampled, and further states that one sample of material will not assure us of anything except that the sample has certain characteristics.

A. Produced Material

1. Stockpile

The A.S.T.M. Standard for Material Sampling emphasizes that "it is very difficult to secure a representative sample from a stockpile *** and **** that separate samples should be taken from different parts of the pile". In sampling a stockpile of coarse-aggregate base course material, three samples should be sent to the laboratory for each sampling, one from near the top of the stockpile, one at or near the base of the pile, and one at an intermediate point. Material near the base of the pile is likely to be segregated, and excessively coarse, while the upper sample may be high in fines.

In the sampling procedure, the surface of the stockpile should be removed to a depth of at least six inches before the sample is taken. If the exposed surface has a tendency to ravel or flow, a board shoved into the pile just above the point of sampling will aid in cutting off segregation of the material.

2. Producing Plants

Where the aggregate samples are to be taken from a producing plant they should be taken just before the material is loaded in to the conveyance, preferably from the load - out chute or belt. A bucket swung several times completely across the end of the chute or belt so that all of the material is caught each time will assist in obtaining a representative sample. If the chute, or belt end, is not readily available, the belt to the final hopper or bin can be stopped and a typical section across the belt taken as a sample.

Sampling of this type should be done only after several cubic yards of aggregate has passed the point of sampling, as bins, chutes and screens can be fouled with fines or the material segregated during the stoppages when the bins are full or there is no loading.

3. Windrows

When windrows of aggregate are sampled on the grade, the entire windrow should be cut across, and the material placed in a pile. Then the top of the sample pile should be flattened out and the pile split into four equal volume parts. Two opposite quarters should then be taken and shipped to the laboratory as representative of the material.

B. Prospective Sites

1. Gravel Sites

The sampling of gravel sites must be done so as to obtain representative samples of the various materials existing in the chosen area. Where a face is to be worked, the sample should be taken from the exposed area in such a manner that the sample or samples represent the various undisturbed materials. This method is often termed channeling, as the surface of the area to be sampled is removed to a depth of several inches by cutting channels across the exposed face. Sampling an exposed face of a gravel pit should be done with the same care as the sampling of a stockpile, as considerable ravelling or segregation takes place over the weathered area.

Where an unopened area is sampled, test pits or other openings should be dug so as to expose the materials representing the area. Samples of each change of materials should be taken from each hole in such a manner that the samples are representative of the area. Sufficient holes should be put down to determine the quantity of acceptable materials. Auger type drills are not suitable for sampling gravel sites because of segregation of materials during lifting to the ground surface. The Soils & Geology Section of the Construction Division uses its resitivity and seismograph apparatus to determine, in a general way, the extent and depth of sands and gravels. However, this exploratory method cannot determine the quality of the materials to be sampled in sufficient degree to be a basis of acceptance for base course aggregate. Test pit sampling must be used to establish acceptable quality.

2. Quarry Sites

Where a prospective quarry has a face, this face should be closely examined for differences in color and structure. Each different material should be sampled. Care should be taken to obtain the typical rock samples from the face of the quarry, where possible. Where talus appears to represent the face rock, care should be taken to obtain the freshest rock representative of all conditions that might be expected in the quarry.

Where there is deep weathering, or deterioration this should be noted. Samples of this progressive softening of the rock should be obtained to record the extent of this action. Core drilling, either horizontally from the quarry face or vertically from beyond the face, or both should be extended into the rock mass, and the cores submitted to the laboratory where suitable or questionable material is found. The overburden material should be noted, together with the dip and strike of the rock material so that an estimate can be made of the unacceptable material to be handled in the quarry operations.

Should the existing quarry face or rock cores show soft and deteriorated rock, or its presence is suspected, separate cores or rock samples should be obtained and sent to the Construction Engineer for petrographic examination. These special samples should be carefully taken so as to represent the questionable rock.

II. Number of Samples

A. Rock

A representative sample of each change in the color and structure of the rock noted in the quarry face or cores should be obtained. For petrographic study no less than three special samples of the suspected rock should be submitted from each area studied. These should be representative of the progressive deterioration of the material.

B. Gravel

A sample representative of the various changes in a gravel site as they are found in the test pits, holes, or pit face should be submitted. No less than three samples should be submitted from each site studied.

C. Base Course Aggregate

The Highway Department's T.R. 43-2 requires that a sample of base course aggregate should be submitted for each of the following quantities produced or placed on a job:

Base Rock and Gravel Topping for each 2,000 cubic yards
Level Course or Top Base Course for each 1,000 cubic yards

III. Quantity of Sample

No less than 50 pounds of aggregate, gravel, or rock sample should be sent to the laboratory for the necessary tests.

A. Rock

Pieces of rock, representative of both the sound and unsound material for each color and structural change in a quarry, not to exceed 3x4x5 inches, should be submitted for routine rock tests. For petrographic study samples, the specimens should be approximately 1x2x2 inches in size. Large rock are not necessary for either routine or petrographic tests.

B. Gravel

Gravel samples should be at least 50 pounds and need not exceed 100 pounds in weight.

C. Base Course Aggregate

The following sample sizes have been taken from T.R. 43-2, and should be followed in submitting samples to the laboratory:

Roadbed topping material, etc. - - - - - - -	50	pounds
4½" - 2" materials - - - - - - - - - - - -	40	"
1¼" - 3/4" " - - - - - - - - - - - -	30	"
3/4"- 1/2" " - - - - - - - - - - - -	25	"
1/2"- 1/4" " - - - - - - - - - - - -	20	"
¼" - #10 & ¼" - 0 materials - - - - - - - -	15	"

IV. Data Sheets

The T. R. 43-2 is explicit in that Form E-71 (8721), Sample Data Sheet is to be used for submitting all rock or gravel samples to the Laboratory. The manner of completing this form is covered in detail and should be studied carefully and followed. Special care should be taken to indicate the purpose of the test, the tests to be made, and for what purpose the sample is submitted; whether for information, job control, confirmation of opinion, or routine testing. The location of the site sampled, its local name, and the location and number of the samples and test holes should also be shown on the sheet.

10/7/55
Revised 10/24/55

1729

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Ore.
County Polk
Project No. S-1149(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 2nd day of Aug., 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 8th day of February, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.252 miles of grading, draining, 2-lane low type surfacing and bridge (Character of work)

between FAS 190 and FA Route 9 at Suver (Control points),

consisting of 0.202 miles of roadway and one (Number) bridge totaling 0.050 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of forty-eight thousand and 00/100 dollars ($ 48,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is seventy-seven thousand, five hundred eighty-three and 00/100 dollars ($ 77,583.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

By _____
Chairman, State Highway Commission
(Title)

Attest

SECRETARY

By Chas H Rhymes
Member, State Highway Commission
(Title)

By M K McKay
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

RECEIVED
AUG 21

Oregon State Highway Department

Federal Aid Secondary
Project No. S-149(2)

LICKLAMUTE RIVER SECTION

OF THE BURNS CORNER-SUVER ROAD IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Type Code 2010
Roadway (Sta. 3+00 to Sta. 16+32.3)(Contract No. 4452)

All Required	Clearing and Grubbing			$ 1,500.00
5,300 cu.yds.	Special Borrow Excavation, Unclassified		$ 0.60	3,180.00
0.20 mile	Finishing Roadbed and Slopes		1,000.00	200.00
1,400 cu.yds.	Coarse Crushed Material in Base		4.25	5,950.00
300 cu.yd.	3/4" - 0 Material in Base		4.25	1,275.00
100 M-gals.	Sprinkling		3.00	300.00
		Subtotal		$ 12,405.00
		10% Engr. & Cont.		1,240.50
		Total		$ 13,645.50

Type Code 2020
Lucklamute River Bridge (Sta. 10+76 to Sta. 11+61)(Contract No. 4452)

All Required	Remove Old Bridge		$ 2,900.00
All Required	Shoring, Cribbing Etc.		5,500.00
350 cu.yds.	Structural Excavation	$ 5.00	1,750.00
20 cu.yds.	Excavation Below Elevation Shown	10.00	200.00
450 lin.ft.	Furnish Treated Timber Piling	1.30	585.00
12 only	Drive Timber Piles	40.00	480.00
550 cu.yds.	Class "A" Concrete	58.00	31,900.00
139,000 lbs.	Metal Reinforcement	0.105	14,595.00
90 lin.ft.	8-inch Corrugated Iron Pipe	3.50	315.00
	Subtotal		$ 58,125.00
	10% Engr. & Cont.		5,812.50
	Total		$ 63,937.50

Length of Roadway 0.202 mile
Length of Structure 0.050 mile
Total Length 0.252 mile
Cost of Roadway per mile $67,551.98

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$13,645.50	$ 8,442.00	$ 2,601.75	$ 2,601.75
Structure	63,937.50	39,558.00	12,189.75	12,189.75
	$77,583.00	$48,000.00	$14,791.50	$14,791.50

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, Laws 1933; Chap. 529, Laws 1939.

Funds for Maint: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Polk County with the Highway Department.

RECEIVED
JUN 29 1955
FOR FILING

S-149 (2)
445

June 29, 1955

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of each of two contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4452, covering the Luckiamute River Section of the Burns Corner-Suver Road in Polk County.

Contract No. 4462, for construction of the Mill Creek and Pen Annex Bridges on the Turner-Aumsville and Pen Annex Section of the Salem-Turner-Aumsville Road in Marion County.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUN 9 1955
FOR FILING

3-11[illegible]
1152

File
Maintenance 232
Finance 90

Salem, Oregon
June 7, 1955

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Polk County covering the Luckiamute Section, FAS 560, in Polk County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Polk County.

Secretary

rn
Attach:

RECEIVED
JUN 7 1955
FOR FILING

S-149(2)

445

June 7, 1955

County Court of Polk County
Court House
Dallas, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Polk County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Polk County covering the Luckiamute River Section, FAS 560, in Polk County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

Form A-150—10M—12-54

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. 39117

Date June 3, 1955

Polk County
Dallas, Oregon

NOTED
J. W. CATTRALL

Attn: County Court

Your Req. No.

Billing Request No. co-159

NOTED
J. F. HAGEMANN

Credit distribution: 527-1036-297

Advance Deposit	15,800.00
Partial transfer county's share total cost. Luckiamute River Bridge Section, FAS 560, Polk County FAS project covered by agreement dated May, 1955	12,800.00
To be retained	$ 3,000.00

RECEIVED
JUN 6 1955
ENGINEER

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

JFH:mm

June 3, 1955

NOTED
V. R JONES

Polk County Court
Court House
Dallas, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

This is to acknowledge receipt of an advance deposit of $15,800 in connection with the Luckiamute River Bridge section of FAS 560. Contract No. 4452 has been awarded to Tom Lillebo and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Avers

Salem, Oregon
June 2, 1955

NOTED
J. W. CATTRALL

Mr. W. C. Williams
O F F I C E

NOTED
J. F. HAGEMANN

We have received this date Polk County's advance deposit of $15,800 in connection with the Luckiamute River Bridge section of FAS 560.

This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: P. M. Stephenson
S. H. Probert

NOTED
V. R. JONES
NOTED

May 27, 1955

Polk County Court
Court House
Dallas, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HACKMANN

Gentlemen:

On May 26th the Highway Commission received a satisfactory bid from Tom Lillebo of Reedsport for construction of the Luckiamute River Bridge section of FAS 560. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$70,530.00
12-1/2% Engineering & Contingencies	8,816.25
Estimated Total Cost.....	$79,346.25
Advance Deposit of 20%.....	$15,800.00

Please make this deposit by means of a check or warrant in the amount of $15,800 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWH:mm

RECEIVED
JUN 10 1955
FOR FILING

S-149 (2)
4452

June 2, 1955

NOTED
J. Mc C.

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

The State Highway Commission on May 26, 1955 accepted your proposal for Umpqua River Bridge in Polk County for the sum of $70,530.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4452.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
F. H. Stephenson
Pacific Builder & Engineer, Inc.

RECEIVED
JUN 3 1955
FOR FILING

FORM E[illegible]—BOH—12-54—7M[illegible]

5-7-1/2

4-1-5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1955

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
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E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 2, 1955
10:00 a.m.

Mr. Tom Lillebo
Reedsport, Oregon

Contract for Luckiamute River Bridge on Burns Corner-Suver Road, Polk County for which you submitted low bid on May 26, 1955 awarded you today.

Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Heed

D. H. Hibbert

RECEIVED
JUN [illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 3 1955
FOR FILING

FORM ES—DOM—10-54—73483
S-7470
4452

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1955

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

NOTED
W. C. WILLIAMS

We have received this date Polk County's advance deposit of $15,800 in connection with the Luckiamute River Bridge section of FAS 560.

This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: P. M. Stephenson
S. H. Probert

RECEIVED
JUN 9 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. R. JONES

May 10, 1955

NOTED
J. W. CATTRALL

Polk County Court
Court House
Dallas, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Luckiamute River section of FAS 560 upon which bids will be received on May 26th.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project including engineering and contingencies is $70,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat the above estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed prior to November 30, 1955 and that the bridge shall be open to traffic by November 1, 1955.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the encroachment resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than May 19th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
April 26, 1955

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Mr. P. M. Stephenson
Bridge Engineer

In order to clarify various details in connection with the Luckiamute River Section of FAS 560 in Polk County, I met this date with the Polk County Court and the following points were agreed upon:

(1) Polk County will construct and maintain a detour between stations approximately 6 and 15. This detour will be completed by June 1st and the main road for construction purposes will be closed between approximately stations 6 and 15 from June 1 to November 1, 1955.

(2) County will remove the overflow bridge between stations 7+14 and 7+87.3. This bridge will be removed by the County prior to June 1st.

(3) County will perform all clearing operations outside the fill areas. Any clearing within the limits of the fill areas will be performed by our contractor in the normal manner. It was the County's opinion that no clearing would be required within the area to be filled; however, this matter should probably be checked.

(4) Under an agreement with the abutting property owner the County is to fill and level up the land outside the limits of the road fill. The County will either perform this work after State's contractor has completed his work or, if this work is performed at the same time as the contractor's, the County will clear its work through our resident engineer so that there will be no conflict in operations.

(5) State's contractor will stockpile for County disposition the steel truss from the existing Luckiamute bridge on the County stockpile site located on the westerly side of the road and approximately opposite to station 4.

(6) Our specifications will provide that the new bridge be in a stage of completion so as to carry traffic by November 1, 1955.

(7) All of the above points are based on the project being contracted at the May 25-26 Commission meeting.

John F. Hagemann, Assistant Engineer
County and City Relations

JFH:ms
cc: H. G. Smith
V. G. O'Neil
Frank Hall
J. D. Walker
Polk County Court

BOOK 156 PAGE 71

EASEMENT AGREEMENT

THIS AGREEMENT made and entered into this 16th day of February,

FAS 560

CIRCUIT COURT TERMS:
Second Monday in January
Second Monday in April
First Monday in October

Office of County Clerk
POLK COUNTY, OREGON
E. B. HAMILTON, CLERK
DALLAS, OREGON

County Court, Probate and Civil:
First Monday in Each Month
Commissioners' Court:
First Wednesday in Each Month
Commissioners' Regular Office Days:
Tuesdays and Fridays

RECEIVED

State Highway Dept.
Salem, Ore.

NOTED
J. W. CATTRALL

Feb 24/55

Gentlemen:-
Here with copy of signed Easement Agreement covering improvement of Polk County Road #46. This document shows clear the way for procedure of the project

Respectfully
E B Hamilton
County Clerk

RECEIVED
FEB 28 1955
ENGINEER

NOTED

center line is described as follows:
Beginning at Engineer's center line Station 0+00, said Station being 37.9 feet North and 179.4 feet West of the Northwest corner of the Rice W. Simpson D.L.C. #70, in Township 9 South, Range 5 West, W.M.; thence on a 572.96 foot radius curve left (the long chord of which bears South 13° 36' East) 300 feet; thence South 28° 36' East 2532 feet to Engineer's Station 28+32. Said strip of land extending from a line at right angles to said center line at Station 4+50 to the center line of the Luckiamute River.
The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Easterly side of center line	Width on Westerly side of center line
4+50	8+50	40 feet	
8+50	Center of Luckiamute River	50 feet	
4+50	5+00		30 feet
5+00	Center of Luckiamute River		60 feet

The parcel of land to which this description applies contains 1.91 acres, of which 1.11 acres lie within the existing right of way.

EASEMENT AGREEMENT

THIS AGREEMENT made and entered into this ___ day of February, 1955, by and between THE L. WILLIAMS and E. CLYDE WILLIAMS, husband and wife, PARTY OF THE FIRST PART, which expression shall include his, hers or their heirs, executors, administrators or assigns, and the COUNTY OF POLK, State of Oregon, PARTY OF THE SECOND PART, WITNESSETH:

That for and in consideration of the improvement of Polk County Road No. 46, the First Party has this day bargained and sold, and by these presents does hereby grant, bargain, sell, convey, transfer and deliver unto the Second Party, a permanent easement and right of way for the following purposes, namely: The right to enter upon the hereinafter described land and grade, level, fill, drain, pave, build, maintain and rebuild a road or highway, together with such bridges, culverts, ramps and cuts as may be necessary on, over and across the ground embraced within the right of way hereinafter described, situated in the County of Polk, State of Oregon and described as follows:

A parcel of land lying in Section 19, Township 9 South, Range 5 West, W. M., Polk County, Oregon; the said parcel being a strip of land variable in width, lying on each side of the center line of Polk County Road #46, as said county road has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 0+00, said Station being 37.9 feet North and 277.4 feet East of the Northeast corner of the Tice M. Simpson D.L.C. #53, in Township 9 South, Range 5 West, W.M.; thence on a 5° 00' curve to the right (the long chord of which bears South 12° 30' West) 100 feet; thence South 20° 00' West 1000 feet to Engineer's station 10+00; said strip of land extending 50 feet on right angles to said center line at Station 0+00 to the center line of the Willamette River.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly side of center line	Width on Westerly side of center line
0+50	8+50	40 feet	
8+50	Center of Willamette River	50 feet	
10+50	7+00		40 feet
9+00	Center of Willamette River		50 feet

The parcel of land to which this description applies contains 1.15 acres, of which 0.13 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.4 acre less details of the existing right of way.

AND A PERMANENT EASEMENT, hereinafter described, to clear, maintain upon said above-described property, belonging to the L. Williams and E. Clyde Williams, husband and wife, granted to them in Volume 153, Page 137, 138 and 139, in Polk County Records of Deeds, their successors in title or assigns upon land lying next the Polk County right of way, the Second Party, its agents, Contractor (and their employees and contractors), for purposes for

which permission to enter is granted by the above-named property owners is as follows:

1. To obtain borrow material over a strip of land lying northerly of the northerly bank of Lockmaster River, southerly of a line at right angles to Engineer's center line of station 11+00, and extending Easterly and Westerly 500 feet on each side of the highway center line described above. Depth of borrow under bridge to be removed to elevation deemed necessary by Engineer. New river bank at borrow area to be sloped fill for cattle grazing. Material to be used in building new roadbed fill, between property owner's northerly line, at approximately Engineer's Station 1+10 and Engineer's Station 16+12.3. Material left in borrow area (after road fill material removed) to be removed by Polk County and placed in a slough opposite and right of center line Station 7+50, in order to eliminate said slough and overflow bridge, at that point. Brush in and along slough to be pushed into slough and covered with dirt. Excess material to be used in filling and leveling areas on grantor's property, in areas Easterly and Westerly of highway.

2. Polk County to be allowed to remove such brush and trees, deemed necessary, in order to remove borrow material, fill and level areas, eliminate slough, build detour road and bridge across Lockmaster River, and to change or alter areas, to keep overflow waters in river channel.

3. Polk County to be allowed to build detour road and bridge across Lockmaster River on grantor's property, in order that a new bridge may be built to replace existing highway bridge.

4. To have and to hold the said easement and right of way unto the Second Party and unto its successors and assigns forever.

And the said First Party hereby covenants with the Second Party that it is lawfully seized and possessed of the aforedescribed tract or parcel of land; that it has a good and lawful right to sell and convey the same; that it is free from all encumbrances; and that it will warrant and forever defend the title and quiet possession thereto against the lawful claims of all persons whomsoever.

The First Party, in consideration of the improvement of Polk County Road No. 16 also hereby releases all claims for damage, from whatsoever cause, incidental to any of the rights herein granted.

In witness whereof the Party of the First Part have set their hands this 16 day of Feb, 1955.

STATE OF IOWA, }
County of Polk }

On this ___ day of ___, 1955, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the ___, to me known to be the identical persons who are named in and who executed the same, and acknowledged that they executed the same as their voluntary act and deed.

Notary Public in and for said County and State

FILED FEB 16 1955 AT 1:40 P.M.
RUTH HAMILTON COUNTY CLERK
BY ___ DEPUTY

NOTED
J. W. CATTRALL

1/21/55

Luckiamute River Section — Polk Co
FAS Route No. 560

This project extends from a county road junction at Maple Grove southerly to the south side of the Luckiamute River. The existing structure is a steel through truss, 90 feet long with pile trestle approaches. Horizontal clearance of the main span is 16'-11". This structure was constructed in 1920 and is entirely inadequate for the present type and volume of traffic.

The proposed project is to construct a reinforced deck girder concrete bridge on the same alignment as the existing structure. Horizontal clearance of the structure will be 24 feet. Included in the project will be road approach work consisting of raising and widening the fill on the north side of the bridge and placing a crushed rock or gravel base and wearing surface. Polk County will construct an oil mat wearing surface on the road approaches without federal cooperation.

This road serves a large section of the Willamette Valley composed of farms producing dairy products, sheep, and diversified crops.

Funds:

Federal	$51,000
State	17,000
County	17,000
Total	$85,000

Length: 0.2 mile.

NOTE
Harold C. Ayers

January 20, 1955

NOTED
J. W. CATTRALL

Polk County Court
Court House
Dallas, Oregon

Gentlemen:

Enclosed are four copies of an option covering additional right of way and an easement required in connection with the Luckiamute River Section project on FAS 560 (County Road No. 46). Also enclosed are two prints of a map upon which the area involved is shown shaded.

Please return one signed copy of the option after it has been executed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
J. F. HAGLMANN

FORM E30—5045—6-54—74866

RECEIVED
JAN 18 1955
ENGINEER
TIONS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1955

SUBJECT: File 22664--Ivan A. Williams
Luckiamute River Section
Polk County Road #46, F.A.S. #560
Polk County

To: Mr. John W. Cattrall
County & City Relations Engineer
O F F I C E

Dear Mr. Cattrall:

Attached you will find an option form in quadruple covering right of way to be acquired in connection with the Luckiamute River Section of County Road #46 in Polk County.

Also attached are two prints of 10C-22-16 covering this area and bearing our date of January 14, 1955, together with a print of the profile construction map for your use.

Yours very truly,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling

EARL F. SALING
Right of Way Office Mgr.

ML:wo

cc: Mr. Cattrall
cc: Mr. Porter

File 22664 Ivan A. Williams
ALSO AN EASEMENT

0.8 acre of land

FORM E-90 REM 9-51 65010

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 12, 1955

SUBJECT: Base Design Charts

To: Mr. J. D. Unlher
Division Engineer
Division II
Salem, Oregon

RECEIVED
JAN 12 1955
ENGINEER
COUNTY & CITY RELATIONS

Dear Sir:

Reference is made to the Imnaha River Bridge Section, of the F. A. S. 360 Polk Co.

Enclosed you will find 4 base design charts prepared from laboratory tests, numbers 354307, 354306, 354305, and 354304.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

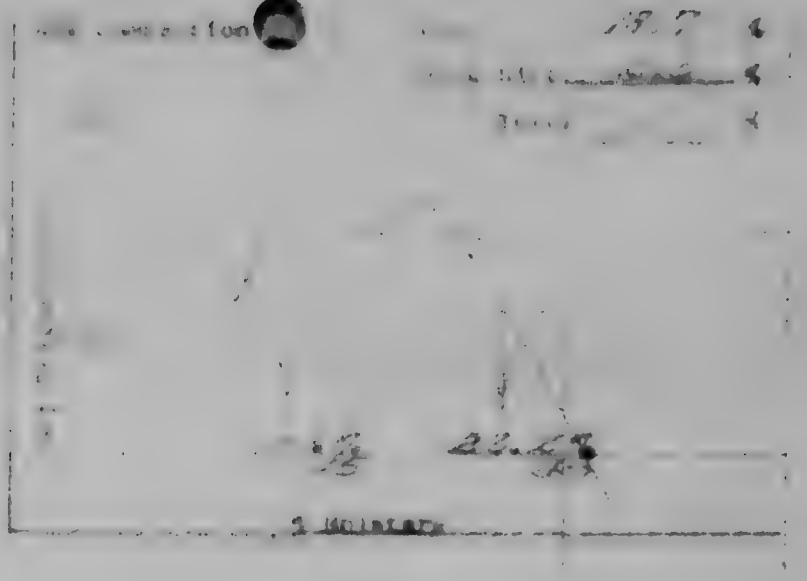
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber

Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
J. F. Nelson
County and City
R. L. Lown



Data Sheet No.

Lab. No.

LL

PI

Pass 200 Screen

HYDROMETER ANALYSIS

Particles larger than

.20 m/m

Coarse Sand

Fine Sand

Silt

Clay

Natural Moisture

Type of Soil

Plus 25% Increase 2.5

Plus Bearing Surface

Total Base & Rock 12.5

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section

Key

Station

Mile #

To be used -

Prefix No.

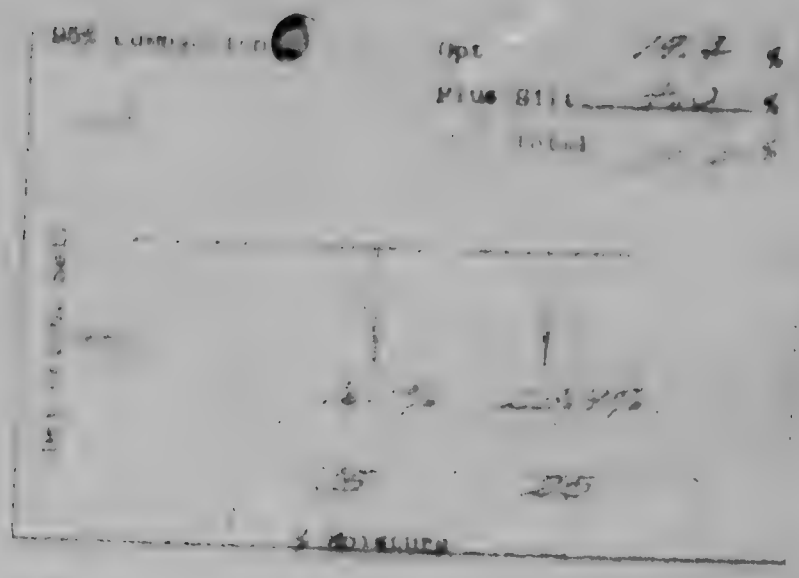
County

Date

Designed by

NOTE

This curve indicates the recommended base and surfacing requirements for the particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of soil represented by the sample and the possible reduction of CBR that may be made by the use of better soils in the upper portions of the subgrade. If poor soils prevail to a great depth, the CBR should be determined for



Dry Density (kg/cu.m)

Dry Density (kg/cu.m)

% Moisture (Dry Basis)

Plastic Limit

Plasticity Index

Passing 200 Sieve

HYDROMETER ANALYSIS

Particles smaller than

0.0 mm

Coarse Silt:

Fine Silt:

Silt

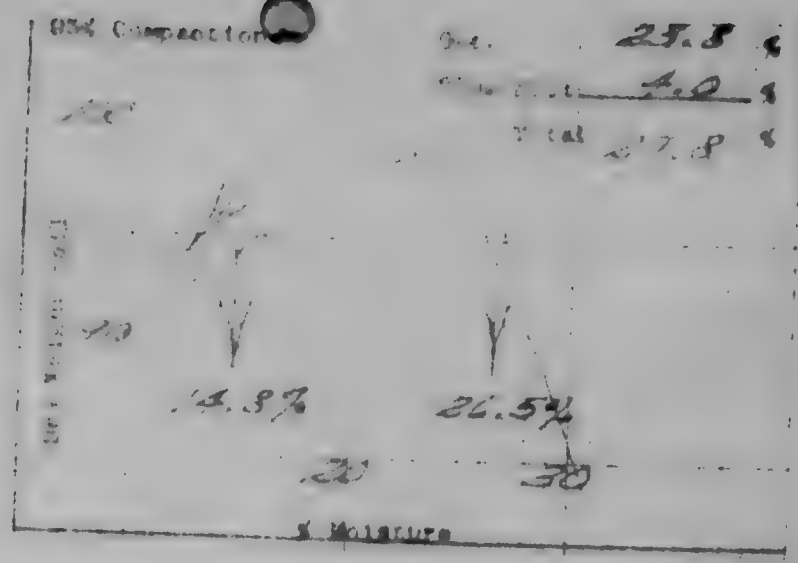
Clay

Colloids

Natural Moisture

NOTE

The ... and ... Soil and Surfacing ... Road ... (Classification ... Subgrade and Crush ... Material purposes ... with the ... of the ... and ... Method ... Soil ... Standard ... Soil ... Method ... Soil ... Standard ... Soil ... Method ... Soil ... Standard ... Soil



Hand Sieve No

Lot No

LL

PI

Pass 200 Screen

HYDROMETER ANALYSIS

Particles Larger than

2.0 mm

Coarse Sand

Fine Sand

Silt

Clay

S-

Natural Moisture

NOTE

Base & Surface Type

Base & Year

Traffic

Minus Rock Reduction

Future Wearing Surface

Plus 25% Increase

Plus Wearing Surface

Total Base & Wear

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section

Hwy

Station

Depth

Hole #

To be used

Prefix No.

County

Date

Designed by

NOTED
J. W. CATTRALL

Salem, Oregon
November 22, 1954

Mr. G. S. Paxson
Bridge Engineer

NOTED
Harold C. Ayers

Reference is made to Luckiamute River county FAS project on FAS 560 in Polk County which was approved by the Highway Commission on October 19, 1954. As originally described the road was to be closed during construction; however, the county judge now advises that it will not be possible to do this. As a result the project should include provisions for a detour bridge.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

NOTED
J. F. HAGEMANN

JFH:mm

cc: Mr. J. D. Walker

NOTED
V. R. JONES

November 1, 1954

NOTED
J. W. C...

Polk County Court
Court House
Dallas, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved for construction with Federal Aid Secondary funds the project in Polk County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

POLK COUNTY
PROPOSED PROJECT

FAS 560 - Luckiamute River Section, 0.2 Mile, $70,000. This section extends from the county road junction at Maple Grove southerly to the south end of the existing Luckiamute River bridge.

The proposed project is to replace the existing Luckiamute River bridge with a reinforced concrete structure with a 24' roadway and to widen and raise the fill extending from the north end of the bridge to the county road junction at Maple Grove. Base material and a crushed leveling course 28' in width is to be placed on the fill. The county has requested that the base material be on a 2:1 slope. The county will remove the existing overflow bridge which is to be replaced by fill and oil the completed road section. The road can be closed during construction.

10/19/54

S-134(2) Miles Crossing-Lewis & Clark 1955
River & Cooks Slough Secs.

#4453

February 28, 1973

Mr. John Dooley
Clatsop County Roadmaster
Courthouse
P. O. Box 179
Astoria, Oregon 97103

Re: Miles Crossing-Lewis & Clark River Sect.
FAS 608
Clatsop County

#22948 Number Plans

Dear John,

Enclosed is one copy of the real estate option and one copy of a letter written by Mr. Robert Shefler to Mr. John Cattrall dated April 4, 1955 concerning the subject project.

Hope these will be of some help.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.

ENGR. ASST. OE AE UE
LPE CE RE RPE

FAS 571 County Clatsop Contract No.

Section Cook Slough Br. No.

Location

57-C-101

57-C-101

IAC '56 Y-1

297

15-C-266

IAC '56 X -

IAC - 249

55-C-244

1955 '56, + '57

53

297

55-C-249

NOTED
J. W. CATTRALL

May 23, 1956

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
J. F. HAGEN

Gentlemen:

Final costs of the Miles Crossing-Lewis & Clark River and Cook Slough Sections of FAS 608 and 571 are now available and it has been determined that the agreed County share of these costs is $17,666.66 as shown in the attached cost statement. As the County initially deposited $20,450.00 a refund of $2,783.34 is due. This refund will be made by means of a check from our Accounting Division within the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:te
Att.

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Clatsop — Contract No. 4453 — Date 5/22/56

FAS 571 & 608 Section Miles Crossing-Lewis & Clark River & Cooks Slough

Completed 9/14/55

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	all	$ 2,000.00	100%	$ 2,000.00
2. Drainage excav., unclass.	c.y.	2.00	181.09	362.18
3. Special borrow excav., unclass.	c.y.	.50	4,854.2	2,427.10
4. General excav., unclass.	c.y.	[illegible]	8,6[illegible]4.2	3,445.68
5. Short overhaul	yd.sta.	.02	7,121.8	142.44
6. Long overhaul	C yd.sta.	.5[illegible]	94.2	47.10
7. Truck haul	yd.mi.	.16	19,167.5	3,066.80
8. Finish R.B & slopes	mile	1,[illegible]00.00	.96	960.00
9. Prep. of shoulders & slopes	all	1,[illegible]00.00	[illegible]4	1,2[illegible].00
10. 48" corr. metal pipe sub.bonded	l.f.	26.00	60	1,560.00
11. 12" concrete pipe	l.f.	2.50	129	322.50
12. None	--	--	--	--
13. 24" concrete pipe	l.f.	6.00	96	576.00
14. 30" "	l.f.	7.00	8	56.00
15. 48" "	l.f.	12.00	8	96.00
16. Coarse cr. material in base	c.y.	3.75	2813	10,548.75
17. 3.4"-0 material in base	c.y.	4.20	1752	7,358.40
18. Sprinkling	M gal.	3.00	37.12	111.36
19. Class "B" asphalt concrete	ton	9.50	3,546.539	33,692.12
20. Furn. treated timber piling	l.f.	1.50	900	1,350.00
21. Drive timber piles	each	70.00	20	1,400.00
22. Class "A" concrete	c.y.	78.00	43.6	3,400.80
23. Metal reinforcement	lb.	.13	19,735	2,565.55
24. Treated lumber in place	M FBM	350.00	2.964	1,037.40
PA#1 6" corr. metal pipe, uncoated	l.f.	2.50	356	890.00
PA#1 Special sand backfill	c.y.	7.00	18	126.00
PA#1 Drainage excav.,	c.y.	3.50	119.31	416.54
PA#2 48" sub. bonded corr. metal pipe	l.f.	26.00	60	1,560.00
PA#3 Furn. & place timber cradle for 48" corr. metal pipe	all	800.00	100%	800.00
PA#4 RC 3 asph. in binder course	ton	60.00	18.08	1,084.80
	Subtotal			$82,538.92
	Temporary signs & barricades			149.63
	Construction engineering			6,976.17
	Total construction cost			$89,664.32
	Federal funds collected for project			$54,331.00

AGREED COUNTY SHARE TOTAL COSTS

50% of difference between tota[illegible] costs and Federal funds
($89,664.32 - $54,33[illegible]) x 1/2 = $17,666.66

County Advance Deposit [illegible]

Less County share total cost $ 2,783.34

REFUND DUE CLATSOP COUNTY

Mr. Baldock

4453

S-134(2)

May 10th, 1956

FINAL COST ANALYSIS

Miles Crossing Lewis & Clark River and Cooks Slough

Contract #4453

Grading, Bridge and Paving

Grimstad & Vanderveldt, Contractors

D. C. King, Resident Engineer

Lewis & Clark and Youngs River

Prefix 504-1069-201(41)

Item	Quantity	Unit	Unit Cost	Total Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	100%	All	$767.25	$ 767.25	$2,000	$ 2,000.00
Drainage Excav., Unclass.	181.09	Cu. Yd.	1.18	213.88	2.00	362.18
Special Borrow Excav., Unclass.	4,854.2	" "	0.47	2,271.68	0.50	2,427.10
General Excav., Unclass.	8,614.2	" "	0.38	3,320.08	0.40	3,445.68
Short Overhaul	7,121.8	Yd. Sta.	0.019	136.70	0.02	142.44
Long "	94.2	C-Yd. Sta.	0.55	51.70	0.50	47.10
Truck Haul	19,167.5	Yd. Mi.	0.12	2,252.58	0.16	3,066.80
Finish R/B & Slopes	.96	Mile	717.42	717.42	1,000	960.00
Prep. of Shldrs. & Slopes	100%	All	819.83	819.83	1,200	1,200.00
48" Corr. Metal Pipe, Asbestos Bonded	60	Lin. Ft.	17.67	1,059.95	26.00	1,560.00
12" Concrete Pipe	129	" "	1.76	227.25	2.50	322.50
24" " "	96	" "	5.03	482.87	6.00	576.00
30" " "	8	" "	6.19	49.49	7.00	56.00
48" " "	8	" "	11.59	92.70	12.00	96.00
Coarse Cr. Mat'l. in Base	2,813	Cu. Yd.	3.18	8,954.61	3.75	10,548.75
3/4"-0 " " " "	1,752	" "	3.61	6,333.12	4.20	7,358.40
Sprinkle	37.12	M/Gal.	2.71	100.60	3.00	111.36
*Class "B" Asph. Conc.	3,546.539	Ton	9.49	33,642.65	9.50	33,692.12
ØFurnish Treated Timber Piling	900	Lin. Ft.	1.08	951.78	1.50	1,350.00
ØDrive Timber Piles	20	Each	53.70	1,073.95	70.00	1,400.00
ØClass "A" Concrete	43.6	Cu. Yd.	65.69	2,864.07	78.00	3,400.80
ØMetal Reinforcement	19,735	Lb.	0.116	2,283.78	0.13	2,565.55
ØTreated Lumber in Place	2.964	M-FBM	302.85	897.65	350.00	1,037.40

Item	Quantity	Unit	Unit Cost	Total Cost	Unit Bid	Gross Revenue
PA #1, 6" Corr. Metal Pipe, Uncoated	550	Lin. Ft.	$1.37	$ 754.57	$1.50	$ 825.00
PA #1, Special Sand Backfill	18	Cu. Yd.	5.37	96.60	7.00	126.00
PA #1, Drainage Excav.	119.01	" "	3.34	394.79	3.50	416.54
PA #2, 48" Asb. Bonded Corr. Metal Pipe	60	Lin. Ft.	17.67	1,059.96	26.00	1,560.00
PA #3, Furnish and Place Timber Cradle for 48" Corr. Metal Pipe	100%	All	679.55	679.55	800.00	800.00
*PA #4, RC-3 Asphalt Binder Course	18.08	Ton	57.30	1,036.07	60.00	1,084.80
				$73,586.12		$82,538.52

Subcontractors:

Ø Workman & Wilson - Bridge.

* United Contracting Co. - Paving & Oiling

Gross Revenue	$82,538.52
Total Cost	73,586.12
Net Profit	$ 8,952.40

Net Profit Equals 10.8% of Gross Revenue

Detail of Cost
Contract #4453

Labor:

Labor	$ 8,791.34	
Labor Insurance	677.56	
Health & Welfare	261.90	
		$ 9,730.80

Equipment Rental & Misc. Supplies:

Equipment Rental	$ 6,363.60	
Gas, Oil & Grease	1,906.40	
Freight & Cartage	204.00	
Small Tools & Misc. Supplies	356.80	
Home Office & Overhead	1,650.77	
Bond	616.84	
P.L. & P.D. Insurance	130.83	
		11,229.24

Materials:

48" Asbestos Bond C.M.P.	120 Lin. Ft.	at $14.96	$ 1,795.20	
12" Concrete Pipe	129 " "	" 0.97	125.14	
24" " "	96 " "	" 2.59	248.64	
30" " "	8 " "	" 3.70	29.60	
48" " "	8 " "	" 7.85	62.80	
Coarse Mat'l. in Base	2,813 Cu. Yd.	" 2.15	6,047.95	
3/4"-0 " " "	1,752 " "	" 2.50	4,380.00	
Treated Timber Piles	900 Lin. Ft.	" 1.015	913.50	
Class "A" Concrete	43.6 Cu. Yd.	" 60.00	2,616.00	
Metal Reinforcement	19,735 Lb.	" 0.10	1,973.50	
Treated Timber	2.964 M-FBM	" 164.00	486.10	
Class "B" Asphaltic Concrete	3,546.539 Ton	" 9.10	32,289.71	
6" Corr. Metal Pipe, Coated	550 Lin. Ft.	" 0.75	437.34	
Special Sand Backfill	18 Cu. Yd.	" 3.50	63.00	
RC-3 Asphalt	18.08 Ton	" 55.00	994.40	
Lumber	272 Lin. Ft.	" 0.60	163.20	
				52,626.08

Total Cost $73,586.12

Contract #4453

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of one reinforced concrete bridge on treated timber pile bents, construction of 0.96 mile of highway roadbed, stone base and shoulders and construction of 2.24 miles of asphaltic concrete pavement, involving approximately 3,940 tons of asphaltic concrete.

The contract was awarded June 2nd, 1955. The contractor started work June 7th, 1955 and the project was completed September 14th, 1955.

Clearing was not of difficult nature. The disposing of two bridges became very simple as most loggers in the vicinity would gladly take them away for the salvaged materials. Grading progressed rather rapidly but ripping was necessary on some of the cemented gravel. Rain retarded the work and often closed it down. Pipe prices were good and a crew of from 3 to 5 men worked very efficiently. Crushed materials were bought from Hildebrandt at Astoria.

Item 19 and PA #4 were subcontracted to United Contracting Co. Items 20, 21, 22, 23 and 24 were done by Workman & Wilson, bridge contractors. PA #1 was necessary due to springs encountered in one of the cuts.

Contractors' equipment on job was: 3/4-yard shovel with dragline, 5 trucks, Scoopmobile, Model #12 blade grader, two D-7's with dozers, one D-7 with carryall, roller, ripper, pile driver leads and hammer, water wagon and miscellaneous small tools.

Contractors' equipment was in good shape and efficient supervision contributed to a good profit.

R. D. Asburry
Chief Cost Analyst

By . . Harry R. Sturgis

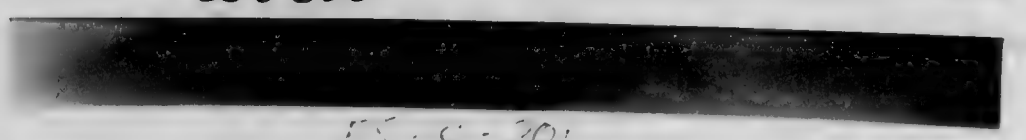
FAS 608 County Clayton Contract No.

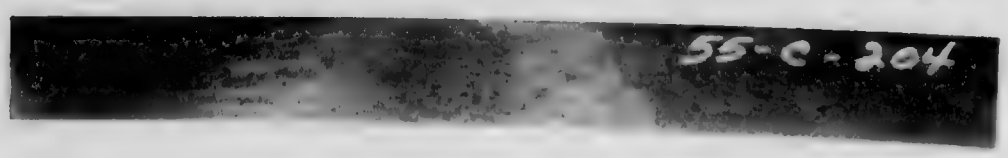
Section

Location

4-18-56

55-C-300





55-C-204

FAS 608 County Clatsop Contract No. [illegible]

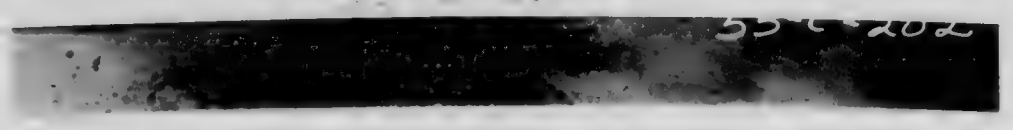
Section [illegible]

Location [illegible]

4-18-56

55C-300

55-C-301



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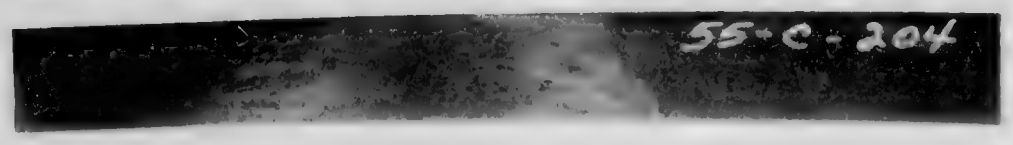
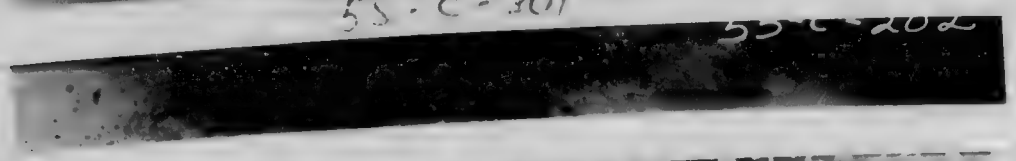
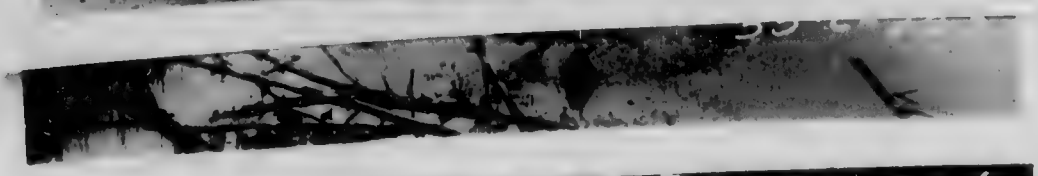


55-C-204

55-C-301





1955 & 1956

F

F.

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1955 & 1956

55-C-204

RECEIVED
JAN 10 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) December 30, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)		
4453	5-Final	Grimstad & Vanderveldt		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)		(DATE)
26318	B-139678	$ 2,761.13		12/29/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct 15, 1955

Time Extensions: None

Completion Date: Sept. 14, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-3-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
Floyd Query
ass't. Secty.

Warrant Mailed:
Ruth Rawlings

NOTED ON CARD

RECEIVED

RECEIVED
DEC 27 1955
FOR FILING

E 13.4(2)
E 13.5(1)
4153

December 27, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4453 for work performed on the Miles Crossing-Lewis & Clark River and Cable Slough Sections of the Lewis & Clark River and Youngs River Loop County Roads in Clatsop County was completed by the contractor, Grimstad & Vandorveldt, on September 14, 1955 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $2,761.13 will be released to the contractor on or after January 6, 1956. The total contract amount is $82,538.52 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 21 1955
FOR FILING

S-124 (1)
S-125 (1)
4453

October 20, 1955

United Pacific Insurance Company
Fidelity and Surety Dept.
Medical Arts Bldg.
Tacoma, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Grimstad and Vanderveldt a portion of the funds heretofore retained by the Commission on contract No. 4453, covering construction on the Miles Crossing-Lewis & Clark River and Cooks Slough Section of the Lewis & Clark River & Youngs River Loop County Roads in Clatsop County.

This payment, in the amount of $16,366.97 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,467.34. The present payment will be released on or after October 31, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
10-20-55

Form E-1—1954

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 24, 1955

Section Miles Crossing - Lewis & Clark River

Kind of work Bridge, Grading, Paving

Highway Lewis & Clark River & Youngs River Loop

Section prefix 504-1069

Contractor Grimstad & Vanderveldt

Contract number 4453

Date of contract June 2, 1955

Date of completion October 15, 1955

Date work started June 7, 1955

Estimated date of completion ....., 19.....

Project authorization $102,164.63

Exclusive of Engineering . . . . . $ 94,899.59

Per cent of time elapsed .....%

Estimated cost of completed project, exclusive of engineering . . . . . $ 89,000.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 7,265.04

Engineering cost to date $ 5987.44, 83 %

Date project was completed September 14, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr. J. D. Walker inspected this project on Wednesday. He requested some minor cleanup work be done to complete the project. This work will be done early next week.

The office crew is working on the semi-final estimate which will be completed and forwarded to Salem within 10 days.

Last Report

NOTED
H. G. SMITH

NOTED
L. H. Young

RECEIVED
SEP 26 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed D. C. King

Address P.O. Box 543 Astoria

Send original and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77060

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.96				2.27
Miles partially completed					
Miles completed	0.96				2.27
Total estimated quantities	13,468.40	4565 C.Y.			3546.54 T
Estimated quantities moved or placed to date	13,468.40	4565 C.Y.			3546.54 T
Average daily quantities	-	-			-
Average daily quantities necessary to complete project on time	-	-			-
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Form

RECEIVED
SEP 21 1955
FOR FILING

4(2)
S-195(1)
4453

September 20, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 14, 1955 on Contract No. 4453, Miles Crossing-Leeds and Clark River and Cocks Slough Section, in Clatsop County, in connection with Federal Aid Project No. S-195(1), S-134(2).

Very truly yours,

H. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DWP:ls

cc: John Cottrell

FORM E-90 25M 9-51 82518

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

Salem, Oregon
August 8, 1955

SUBJECT:

NOTED
Harold C. Ayers

RECEIVED
AUG 9 - 1955

To: Mr. H. G. Smith
Construction Engineer

At the request of Marion County the seal coat on all county FAS paving projects will be omitted as a contract item. The county will place the seal with county forces at county expense. This will apply to all Marion County FAS projects presently under contract and to future projects. The typical section for future projects will show the seal coat with the note "To be constructed by county."

At the request of the Clatsop County Court the same will apply to the Miles Crossing-Heckard Slough and Cooks Slough sections of FAS 571 and 608 in Clatsop County.

W. C. Williams
Deputy State Highway Engineer

cc: J. D. Walker
J. W. Cattrall

NOTED
J. F. HAGEMANN

Form 22-

Salem, Oregon
August 8, 1955

NOTED
Harold C. Ayers

NOTED
L. E. JONES

Mr. W. C. Williams
O F F I C E

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Attached is a suggested letter to the Construction Engineer with a carbon copy to the Division II Engineer relative to placing seal coats on county FAS paving projects in Marion and Clatsop Counties. This letter is in accordance with your verbal instructions.

We would appreciate a statement of policy as a guide in future negotiations with all counties. It is suggested that, as in Marion County, all counties which are properly equipped to place a seal coat be given the option to either do it with county forces or have it included as a contract item. If this policy is satisfactory it is suggested the Construction Division and Division Engineers be so advised.

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

For ...

GUY BOYINGTON, County Judge
VERNE STRATTON, Commissioner
DONALD G. MALARKEY, Commissioner
MARY HAY, Clerk
PAUL KEARNEY, Sheriff
THOMAS E. BROWNHILL, Dist. Atty.

Clatsop County

BEN BURNS, Treasurer
ARTHUR F. DANIELSON, Surveyor
EMMETT D. TOWLER, School Supt.
RAYMOND O. LUCE, Coroner
EMIL BERG, Assessor

NOTED
J. W. CATTRALL

ASTORIA, OREGON,

August 3, 1955.

RECEIVED
AUG 9 - 1955

Oregon State Highway Dept.,
John W. Cattrall, City- County Relations Engr.,
Salem, Oregon.

NOTED
Harold C. Ayers

Re: Seal Coat Lewis & Clarke Paving.
Project S-195

Gentlemen:-

It is our understanding that the Asphaltic Concrete pavement on the above captioned project is to be placed by the United Contracting Company. This being the case our past expetience with this Company, which has done considerable paving for this County, would indicate that their pavement will not require sealing.

We would therefore request that no seal coat be provided in the present contract. If, in our opinion, the pavement appears to require a seal coat after its completion, Clatsop County will bear the expense thereof.

Very truly yours,

Guy Boyington County Judge,

Verne Stratton County Commissioner

Donald G. Malarkey County Commissioner.

Recommended and
Approved, By
Robt B. Shefler
Robt B. Shefler, Engr.

NOTED
J. F. HAGEMANN

RECEIVED
AUG 9 1955
OREGON
STATE HIGHWAY COMMISSION

1738

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Ore.
County Clatsop
Project No. S-195(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 2nd day of Aug., 1955, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 4th day of May, 1955 for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 2.240 miles of grading, draining, 2-lane high type paving, and (Character of work)
one bridge
between Melville on the Lewis and Clark River and FA Route 2 south of Astoria (Control points)
consisting of 2.231 miles of roadway and one (Number) bridge totaling 0.009 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of fifty-five thousand, nine hundred and 00/100 dollars ($ 55,900.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is ninety thousand, two hundred seventy-two and 60/100 dollars ($ 90,272.60).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

By _____
Chairman, State Highway Commission
(Title)

Attest _____
SECRETARY

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-195(2)

MILES CROSSING--LEWIS AND CLARK RIVER SECTION

OF THE LEWIS AND CLARK RIVER ROAD IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Type Code 6706
Roadway (Sta. 15+78.76 to Sta. 104+57)(Sta. 0+00 to Sta. 42+50)(Contract No. 4453)

				$ 1,900.00
All Required	Clearing and Grubbing (95%)		$ 2.00	380.00
150 cu.yds.	Drainage Excavation, Unclassified		0.40	4,200.00
10,500 cu.yds.	General Excavation, Unclassified		0.02	578.00
28,900 yds.sta.	Short Overhaul		0.50	110.00
220 C-yds.M.s.	Long Overhaul		1,000.00	930.00
0.93 mile	Finishing Roadbed and Slopes			2,200.00
All Required	Preparation of Shoulders and Slopes		2.50	250.00
100 lin.ft.	12-inch Concrete Pipe		3.50	105.00
30 lin.ft.	18-inch Concrete Pipe		6.00	600.00
100 lin.ft.	24-inch Concrete Pipe		7.00	140.00
20 lin.ft.	30-inch Concrete Pipe		12.00	108.00
9 lin.ft.	48-inch Concrete Pipe		3.75	16,125.00
4,300 cu.yds.	Coarse Crushed Material in Base		4.20	7,518.00
1,790 cu.yds.	3/4" - 0 Material in Base		3.00	438.00
146 M-gals.	Sprinkling		9.50	27,430.00
3,940 tons	Class "g" Asphaltic Concrete			
		Subtotal		$ 72,932.00
		10% Engr. & Cont.		7,193.20
		Total		$ 79,125.20

Type Code 7021
Hayward Slough Bridge (Sta. 27+91.75 to Sta. 29+30.25)

660 lin.ft.	Furnish Treated Timber Piling	$ 1.50	$ 990.00
20 only	Drive Timber Piles	70.00	1,400.00
48 cu.yds.	Class "A" Concrete	78.00	3,744.00
20,000 lbs.	Metal Reinforcement	0.13	2,600.00
4 M-FBM	Treated Lumber in Place	350.00	1,400.00
			$ 10,134.00
	Subtotal		
	10% Engr. & Cont.		1,013.40
	Total		$ 11,147.40

Length of Roadway	2.231 miles
Length of Structure	0.009 mile
Total Length	2.240 miles
Cost of Roadway per mile	$35,466.24

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$79,125.20	$48,977.00	$15,064.10	$15,064.10
Structure	11,147.40	6,923.00	2,122.20	2,122.20
	$90,272.60	$55,900.00	$17,186.30	$17,186.30

State Funds for Constr. Chap. 173, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint. Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Clatsop County with the Highway Department.

1728

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Orego
County Clatsop
Project No. S-134(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 2nd day of August, 19 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 4th day of May, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.028 miles of grading, draining, and 2-lane high type pavement
(Character of work)

between FA Route 2 at Miles Crossing and FAS 601 at Olney,
(Control points)

consisting of 0.028 miles of roadway and DO (Number) bridges [illegible] miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of five thousand, six hundred and 00/100 dollars ($5,600.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is nine thousand, seventy-one and 70/100 dollars ($9,071.70).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

By _____
Chairman, State Highway Commission
(Title)

By Chas H Purves
Member, State Highway Commission
(Title)

Attest

SECRETARY

By _____
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

RECEIVED
AUG 2 1955
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-134 (2)

COOS-CURRY SECTION OF THE PACIFIC RIVER LOOP

ROAD IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Type Code (201
Roadway (Sta. 12+00 to Sta. 13+50)(Contract No. 1453)

All Required	Clearing and Grubbing (5%)	$	$ 100.00
5,000 cu. yds.	Special Borrow Excavation, Unclassified	0.50	2,500.00
16,700 yd. mi.	Truck Haul	0.16	2,672.00
0.03 mile	Finishing Roadbed and Slopes	1,000.00	30.00
70 lin. ft.	48-Inch Asbestos Bonded Corrugated Metal Pipe	26.00	1,820.00
100 cu. yds.	Coarse Crushed Material in Base	3.75	375.00
40 cu. yds.	3/4" - 0 Material in Base	4.20	168.00
4 M-gal.	Sprinkling	3.00	12.00
60 tons	Class "B" Asphaltic Concrete	9.50	570.00
		Subtotal	$8,247.00
		10% Engr. & Cont.	824.70
		Total	$9,071.70

Length of Roadway 0.028 Mile
Cost of Roadway Per Mile $323,939.28

Federal Funds	$5,600.00
State Funds	1,735.85
County Funds	1,735.85
	$9,071.70

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds For Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Clatsop County with the Highway Department.

FORM S-30 25M 8-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

Astoria, Oregon
July 14, 1955

SUBJECT:

To:

RECEIVED
JUL 15 1955
DIVISION ENGINEER

Mr. J. D. Walker
Division Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

The fill to replace the bridge at Cooks Slough on the Youngs River Loop road in Clatsop County was brought up to elevation 1.5, a trench was cut in this embankment and the 48" C.M.P. culvert was installed at elevation -2.5 at Station 13+20. At this time further investigation revealed that a larger opening was required at this point. It was decided to place an identical pipe at Station 13+00. The ordering and delivery of this pipe necessitated a delay of two weeks in completing the embankment, during the two weeks the weather was very wet approximately 2" of rainfall. The pipe was installed and the embankment brought up nearly to grade when a lateral movement of the fill opened the two 48" pipes at their center joints. The decision was made to remove both of these pipes and re-install them on timber cradles. The cradles were made in accordance with the accompanying sketch.

Very truly yours,

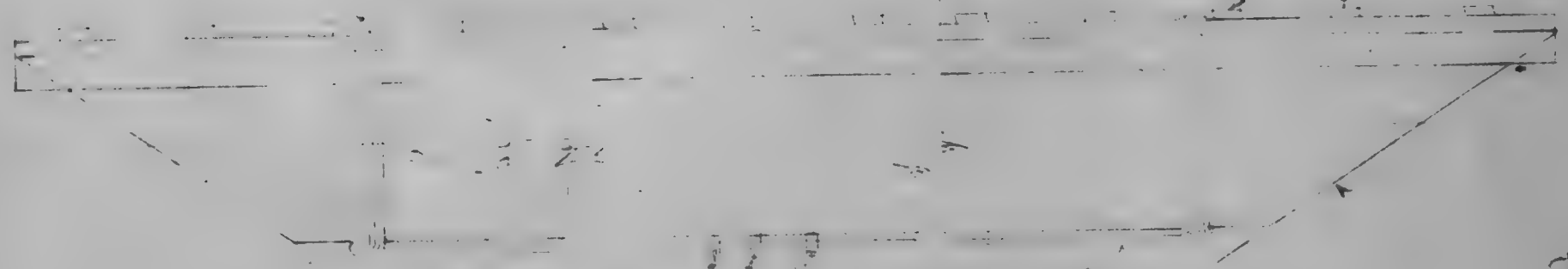
D. C. King

D. C. King
Resident Engineer

Encl.

DCK:jhs

RECEIVED
JUL 18 1955
OFFICE OF
CONSTRUCTION ENGINEER



Form B-01—0256—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project Miles Xing -Lewis & Clark R. & Cooks Slu Sec.
Highway Lewis & Clark R. & Youngs R. Loop Contract No. 4453
Contractor Grinstad & Vandervelde
Submitted by D. C. King

Prefix No. 504-1069
County Clatsop
F. A. Project No. S-195(1), S-134(2)
Date reported June 30, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Astoria Cr. Rock Co. Sampled at
To be used Surfacing
Sampled by D. C. King

Date received June 29, 1955
Quantity represented

Laboratory No. 366920
Data Sheet No. None

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	11.2	11.2	
1	8.7	19.9	
¾	7.0	26.9	
½	9.8	36.7	
⅜	9.8	46.5	
#4	14.0	60.5	
#10	22.4	82.9	
#40	9.1	92.0	
Pass	8.0	8.0	
Total	100.0		

TEST RESULTS

Type of material Cr. Rock. 2½-0
Screen opening: To ¼": Square ....; ¼" and below: Square:

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	29	%
Manufactured fines		%

W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Walker
- X Resident Engineer King
- Dist. Maint. Supt.
- X Foreman
- Geology and Soils
- X Files W. C. Williams

Engineer of Materials

State Printing 79625

NOTED

Form E-01—2024—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

S-134(2)
S-195(1)

LABORATORY REPORT

Project	Miles Xing -Lewis & Clark R. & Cooks Slu Sec.	Prefix No.	504-1069
Highway	Lewis & Clark R. & Youngs R. Loop	County	Clatsop
Contractor	Grimstad & Vanderveldt Contract No. 4453	F. A. Project No.	S-195(1), S-134(2)
Submitted by	D. C. King	Date reported	June 30, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Astoria Cr. Rock Co. Sampled at

To be used Surfacing Date received June 29, 1955

Sampled by D. C. King Quantity represented

TEST RESULTS

Laboratory No. 366980 Type of material Cr. Rock. 2½-0

Data Sheet No. None Screen opening: To ¼": Square.....; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	11.2	11.2	
1¼	8.7	19.9	
1	7.0	26.9	
3/4	9.8	36.7	
½	9.8	46.5	
⅜	14.0	60.5	
10	22.4	82.9	
40	9.1	92.0	
Pass	8.0	8.0	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	29	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Walker
- X Resident Engineer King
- Dist. Maint. Supt.
- X Foreman
- Geology and Soils
- Files
- X W. C. Williams

Engineer of Materials

State Printing 70628

NOTED
D. JONES

RECEIVED
JUN 29 1955
FOR FILING

S-134 (2)
S 175 (1)
4453

June 29, 1955

Grimstad & Vanderveldt
749 9th St.
Astoria, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4453, which was awarded to you by the State Highway Commission on June 2, covering the Miles Crossing-Lewis & Clark River and Cooks Slough Sections on Lewis & Clark River and Youngs River Loop County Roads in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
V. R JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

June 20, 1955

Mr. C. C. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Polk:

Attached are three copies each of maintenance agreements and encroachment resolutions for the following projects:

Clatsop County
FAS 571, Oregon Project No. S-134(2), Cooks Slough Section
FAS 608, Oregon Project No. S-195(1), Miles Crossing-Lewis and Clark River Section

We have on file executed copies of an agreement covering Clatsop County's participation in the total estimated cost of the projects.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
JUN 17 1955
FOR FILING

S-12-1(1)
S-12-1(2)
4453

file

Minutes vol. 241-242
Finance 94

Salem, Oregon
June 16, 1955

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies and four executed copies of maintenance agreements and one conformed copy of a finance agreement with Clatsop County covering the Miles Crossing-Lewis & Clark River Section and the Cooks Slough Section, FAS 608 and 571.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy each has been sent to the County Court of Clatsop County.

Assistant Secretary

rm
Attach: 3

FORM E30—50M—10-54—79465

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1955

REFERRED TO
Glasyer
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

Attached are three copies of a finance agreement covering the Miles Crossing-Lewis and Clark River Section and Cooks Slough Section of FAS 608 and 571 respectively in Clatsop County.

Two copies of the above agreement have been executed by the county and are now ready for presentation to the Highway Commission. These copies require your signature of approval.

Also attached are six copies each of maintenance agreements for the above projects. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

The above projects were approved by the Highway Commission on October 28, 1954, and March 2, 1955.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
JUN 13 1955
OREGON
STATE HIGHWAY COMMISSION

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-13-55 Minute Page 43
Secretary

FORM E30—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1955

SUBJECT:

REFERRED TO
Glasyer
BY DEPUTY STATE HIGHWAY ENGINEER

To: Mr. W. C. Williams
O F F I C E

Attached are three copies of a finance agreement covering the Miles Crossing-Lewis and Clark River Section and Cooks Slough Section of FAS 608 and 571 respectively in Clatsop County.

Two copies of the above agreement have been executed by the county and are now ready for presentation to the Highway Commission. These copies require your signature of approval.

Also attached are six copies each of maintenance agreements for the above projects. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

The above projects were approved by the Highway Commission on October 28, 1954, and March 2, 1955.

page 34

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
JUN 1 3 1955
OREGON
STATE HIGHWAY COMMISSION

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-13-55 Minute Page 43
W. C. Williams
Secretary

RECEIVED
JUN 16 1955
FOR FILING

S-1(6)
S-1(7)
A453

June 16, 1955

County Court of Clatsop County
Court House
Astoria, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Clatsop County executed copies of two Maintenance Agreements and one executed copy of a Finance Agreement between the State Highway Commission and Clatsop County covering the Miles Crossing-Lewis & Clark River Section and the Cooks Slough Section, FAS 608 and 571.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By _____
Floyd Query, Assistant Secretary

rn
Enc. 3

EIVED
13 1955
FILING

134 (2)
195 (1)
453

June 9, 1955

-297

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 7, 1955, on Contract No. 4453, Miles Crossing-Lewis & Clark River & Cooks Slough Section, in Clatsop County, in connection with Federal Aid Project No. S-195 (1), S-134 (2).

Very truly yours,

R.H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Depts

INVOICE

Oregon State Highway Department

Salem, Oregon

Harold C. Ayers

Clatsop County
Astoria, Oregon

Attn: County Court

Invoice No. 39116
Date June 3, 1955
Your Req. No.
Billing Request No. 00-158
Credit distribution: 504-1061-297

Advance Deposit	
Partial transfer county's share total cost. Miles Crossing-Lewis & Clark River and Cooks Slough county FAS project, covered by agreement dated May, 1955	20,450.00
To be retained	16,450.00
	$ 4,000.00

RECEIVED
JUN 6 1955
COUNTY COURT RELATIONS

By

$20,450 in [illegible]
and Cooks Slough section[illegible]
been awarded to Grimstad & Vanderveer[illegible]
as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

June 3, 1955

Clatsop County Court
Court House
Astoria, Oregon

NOTED
Harold C. Ay[illegible]

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of an advance deposit of $20,450 in connection with the Miles Crossing-Lewis & Clark River and Cooks Slough sections of FAS 608 and 571. Contract No. 4453 has been awarded to Grimstad & Vanderveldt, and a copy will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. W. CATTRALL

NOTED
J. W. CATTRALL

Salem, Oregon
June 1, 1955

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Mr. S. H. Probert
Office Engineer

NOTED
J. F. HAGEMANN

We have received this date Clatsop County's advance deposit of $20,450 in connection with the project on the Miles Crossing-Lewis & Clark River and Cooks Slough sections of FAS 608 and 571.

This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

cc: W. C. Williams

SUY BOYINGTON, County Judge
MYRON E. JONES, Commissioner
VERNE STRATTON, Commissioner
MARY REDDING, Clerk
PAUL KEARNEY, Sheriff
THOMAS E. BROWNHILL, Dist. Atty.

Clatsop County

BEN BURNS, Treasurer
ARTHUR F. DANIELSON, Surveyor
EMMETT D. TOWLER, School Supt.
RAYMOND O. LUCE, Coroner
EMIL BERG, Assessor

NOTED
J. W. CATTRALL

ASTORIA, OREGON.

May 31, 1955

RECEIVED
JUN 1 55

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: John W. Cattrall
Engineer, County and City Relations

Gentlemen:

We are enclosing to you herewith Clatsop County Warrant No. 89734, in the sum of $20,450.00 as per your request in letter dated May 27, 1955.

This Warrant covers the Advance Deposit of 20% on the construction of the Miles Crossing-Lewis & Clark River and Cooks Slough sections of FAS 608 and 571, the bid for this job having gone to Grimstad & Vanderveldt of Astoria. This deposit is in accordance with the agreement between the State and County.

According to your letter, the contract will be awarded upon the receipt, in your office, of said warrant. Trusting you will find the enclosed in order, we are

Very truly yours,

MARY HAY, County Clerk

By, Lorden C. Griffith
Deputy

HCG
Encl - 1

Clatsop Co. warrant no. 89734 for $20,450.00 to acctg dlw advance fund 6-1-55 FBmy

RECEIVED
JUN 1 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 27, 1955

Clatsop County Court
Court House
Astoria, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

On May 25th the Highway Commission received a satisfactory bid from Grimstad & Vanderveldt of Astoria for construction of the Miles Crossing-Lewis & Clark River and Cooks Slough sections of FAS 608 and 571. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$ 90,313.00
Additional Anticipated Items	
Cradle for 48" C.M.P.	500.00
12-1/2% Engineering & Contingencies	11,351.63
Estimated Total Cost	$102,164.63
Advance Deposit of 20%	$ 20,450.00

Please make this deposit by means of a check or warrant in the amount of $20,450 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
JUN 10 1955
FOR FILING

S-134 (1)
S-195 (1)
4453

June 2, 1955

Grimstad & Vanderveldt
749 Ninth Street
Astoria, Oregon

NOTED
J. Mc C.

Gentlemen:

The State Highway Commission on May 25, 1955 accepted your proposal for grading, paving, and construction of a reinforced concrete bridge on timber piling on Miles Crossing-Lewis and Clark River and Cooks Slough sections on the Lewis and Clark River and Youngs River Loop County Roads in Clatsop County for the sum of $90,313.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4453.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jme

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attn: Dorothy McCormack

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
P. M. Stephenson

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		$
DAY LETTER		S
NIGHT LETTER		E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 2, 1955
4:18 p.m.

Grimstad & Vanderveldt
749 Ninth St.
Astoria, Oregon

Contract for grading, paving, etc. Miles Crossing-Lewis & Clark River and Cooks Slough Sections, Clatsop County for which you submitted low bid on May 25, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Accounting (5003-900)
Files
C. W. Head

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

cc: W. C. Williams

RECEIVED
JUN 2 1955
FOR FILING

FORM E30—50M—10-54—79488

S-195(1)
134(2)
4483

S-195(1)
S 134 (2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1955

SUBJECT:

To: Mr. S. H. Probert
Office Engineer

NOTED
W. C. WILLIAMS

L

We have received this date Clatsop County's advance deposit of $20,450 in connection with the project on the Miles Crossing-Lewis & Clark River and Cooks Slough sections of FAS 608 and 571.

This project is now clear for award of a contract.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

cc: W. C. Williams

Form 6c-32 (1954 Rev.)

5-25-55

A G R E E M E N T

The County of Clatsop, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 2.24 miles of FAS Highway 608 from a point near Miles Crossing, southerly

to a point near the Lewis & Clark River

known as Miles Crossing-Lewis & Clark River Section, and to be designated as Oregon Project S-195(1), and will recommend its approval by the Secretary of Commerce for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Commerce, and agrees that if such project is approved and constructed by the Highway Department and the Department of Commerce, Bureau of Public Roads, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees to assume jurisdiction and control of the section or sections of county road or roads eliminated from the route to be constructed and shall maintain or vacate them as the said County may determine.

5. That the said County hereby agrees to establish as a county road, pursuant to the provisions of the laws of the State of Oregon, the relocated section or sections of the proposed road.

6. That the said County hereby agrees that:

   a. All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of Highway Officials, approved by the Highway Department, and concurred in by the Department of Commerce, Bureau of Public Roads.

   b. No signs (other than those specified in paragraph 'a' above), posters, billboards, roadside stands, or

Form cc-32 (1954 Rev.)

other private installations shall be permitted within the right of way limits of this project.

IN WITNESS WHEREOF, the parties hereunto affixed their signatures, the County on the 10th day of May, 1955, and the Highway Department on the 25th day of May, 1955.

COUNTY OF CLATSOP

By Guy Boyington
County Judge

By Vern Stratton
County Commissioner

By Donald A. Wilhelm
County Commissioner

Attest:

Mary Hay
County Clerk

OREGON STATE HIGHWAY COMMISSION

/s/By Ben R. Chandler
As Chairman

/s/By Chas. H. Reynolds
As Commissioner

/s/By M. K. McIver
As Commissioner

Attest:

/s/ Floyd Query
Secretary

Ass't.

RECOMMENDED FOR APPROVAL

/s/By W. C. Williams
Deputy State Highway Engineer

I, Floyd Query, hereby certify that I am the duly appointed, qualified and acting Assistant Secretary to the Oregon State Highway Commission; that I have compared the foregoing agreement with the original thereof on file in this office and the same is a true and correct copy of said original and of the whole thereof.

Dated this 25th day of May, 1955.

Floyd Query
Assistant Secretary

OREGON PROJECT S-134(2)
FAS 571

RESOLUTION

5-10-55

WHEREAS, a county road in Clatsop County, State of Oregon, known as the Youngs River Loop County Road, is routed through the County of Clatsop, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clatsop County, the section adopted for improvement being more particularly described as follows; to wit:

A fill section over Cooks Slough 0.028 miles in length.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clatsop will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clatsop County, Oregon, that no encroachments will be permitted on the county road known as the Youngs River Loop County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clatsop County, Oregon, this 10th day of May, 1955.

BY:

County Judge Guy Boyington

County Commissioner Vern Stratton

County Commissioner Raymond Mackey

ATTEST:

Mary Hay
County Clerk

cc-12(1955)

OREGON PROJECT S-195(1)
FAS 608

RESOLUTION

3-10-55

WHEREAS, a county road in Clatsop County, State of Oregon, known as the Lewis & Clark River County Road, is routed through the County of Clatsop, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clatsop County, the section adopted for improvement being more particularly described as follows; to wit:

From a point near Miles Crossing, southerly to a point near the Lewis & Clark River.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clatsop will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clatsop County, Oregon, that no encroachments will be permitted on the county road known as the Lewis & Clark River County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clatsop County, Oregon, this 10th day of May, 1955.

BY:

County Judge Guy Boyington

ATTEST:

Mary Hay
County Clerk

County Commissioner Sam Stratton

County Commissioner Donald G. Dunlap

cc-12(1955)

NOTED
V. R. JONES

Salem, Oregon
April 6, 1955

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

NOTED
J. W. CATTRALL

Attached is a copy of a letter from Mr. Robert B. Shefler, Clatsop County Engineer, regarding special provisions of an option obtained by Clatsop County for right of way in connection with the Heckard Slough section of FAS 608. Two copies of this letter are being furnished Mr. Walker, Division Engineer.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
Att.

cc: Mr. J. D. Walker

NOTED
J. F. HAGEMANN

GUY SCYINGTON, County Judge
VERNE STRATTON, Commissioner
DONALD G. MALARKEY, Commissioner
MARY HAY, Clerk
PAUL KEARNEY, Sheriff
THOMAS E. BROWNHILL, Dist. Atty.

Clatsop County

BEN BURNS, Treasurer
ARTHUR F. DANIELSON, Surveyor
EMMETT D. TOWLER, School Supt.
RAYMOND G. LUCE, Coroner
EMIL BERG, Assessor

ASTORIA, OREGON,
April 4, 1955

Mr. John W. Cattrall,
City & County Relations Engr.,
Oregon State Hy Dept,
Salem, Oregon.

NOTED
J. W. CATTRALL

Re: File # 22948
Heckard Slough Sec. Lewis & Clarke Co. Rd.

Dear Sir:-

Option forms in quadruplicate for the purchase of necessary right of way for the subject work have been properly signed by John H. Reith.

Considerations in the option are an allowance of $407.00 for fencing made necessary by the change in the road. Mr. Reith also asked for an assurance that the water in a stream about Engr's Station 2+50 would be held at an elevation 10 feet above the bottom of the stream by placing new culvert at that elevation. He also asked that the location of his covered drains and road crossing of water line be called to the attention of the State Engineers and protected from damage during construction. These matters have been referred to Mr. King, Resident Engr.

Mr. Reith wants about 100 cubic yards of material for filling low spots in his farm land during the construction but I told him it would be impossible to incorporate this in a contract and that we would make an attempt to have this material loaded in his truck at the time the work is done.

Please advis if any further action is required from this office.

Very truly yours,
Robt B. Shefler
Robt B. Shefler,
County Engr.

RECEIVED
6 1955
ENGINEER
CITY & COUNTY RELATIONS

RECEIVED
APR 6 1955
STATE HIGHWAY COMMISSION

FORM E-20 2SM 6-51 58518

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1955

SUBJECT: Base Design Charts

To: Mr. J. D. Walker
Division Engineer
Division II
Salem, Oregon

Dear Sir:

Reference is made to the Miles Crossing - Rieth Road Section, of the F. A. S. 408.

Enclosed you will find 1 base design charts prepared from laboratory tests, numbers 358528.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

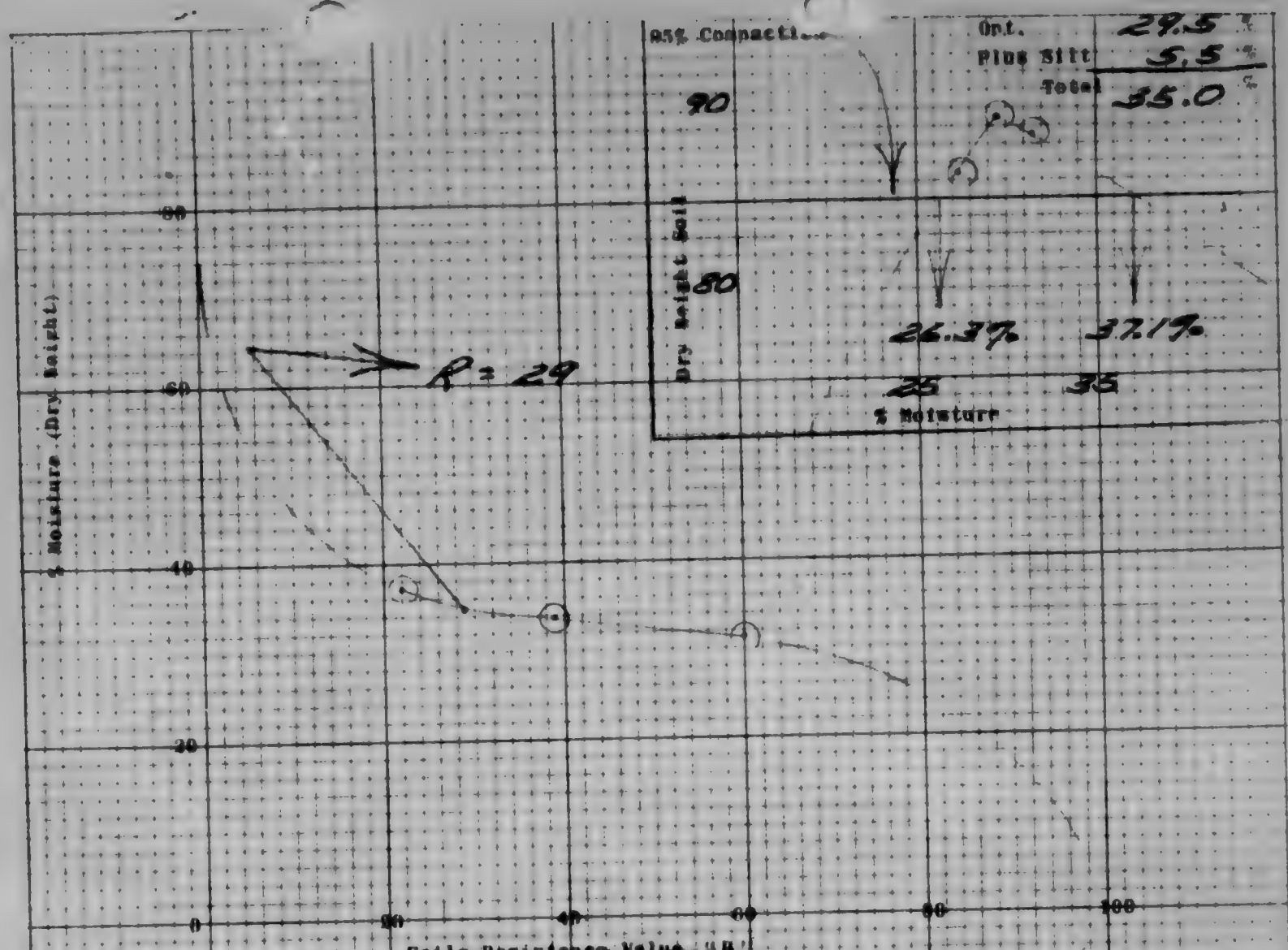
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber

Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc D. C. King
County and City
R. L. Lent



Data Sheet No. 146004

Lab. No. 358528

LL 44

PI 14

Pass 200 Screen 97.0 %

HYDROMETER ANALYSIS

Particles Larger Than

2.0 mm .0 %

Coarse Sand 1.0 %

Fine Sand 6.5 %

Silt 41.5 %

Clay 51.0 %

SE 2.66

Natural Moisture %

NOTE

This curve indicates the recommended base and surfacing requirments for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area, base depth should be 1/2 frost penetration.

Zone & Area M Traffic 11.0

Mines Rock Reduction —

Mines Wearing Surface 3.0

8.0

Plus 25% Increase 3.0

Plus Wearing Surface 3.0

Total Base & Wear 13.0

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION Mike Creswell Prairie Rd.

BASE DESIGN CHART

Section M.P. 0.7 to 2.0

Hwy Lewis & Clark Co. Rd. KA.S.608

Station Center of Project M.P. 1.3±

Depth 0-12"

Note # Sample #1

To be used - Finish Surf. Shoulder

Proj. No. 504-1428

County Clatsop

Date 3-17-35

Designed by J

PRINTED IN USA ON CLEARPRINT TECHNICAL PAPER NO 1000A
CLEARPRINT PAPER CO. NO 73190 10 DIVISIONS PER INCH BOTH WAYS NO 1 100 DIVISIONS

FORM E-30 25M 9-51 52018

NOTED V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1955

RECEIVED
MAR 21 1955
ENGINEER
CONSTRUCTION OPERATIONS

SUBJECT: Base Design Charts

To: Mr. J. D. Walker
Division Engineer
Division II
Salem, Oregon

RECEIVED
MAR 21 1955
ENGINEER
CONSTRUCTION OPERATIONS

NOTED
Harold C. Ayers

NOTED
J. A. HARTMANN

Dear Sir:

Reference is made to the Hoskard Slough Section, of the F. A. S. 608 - Clatsop Co.

Enclosed you will find 2 base design charts prepared from laboratory tests, numbers 358529 and 358530.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

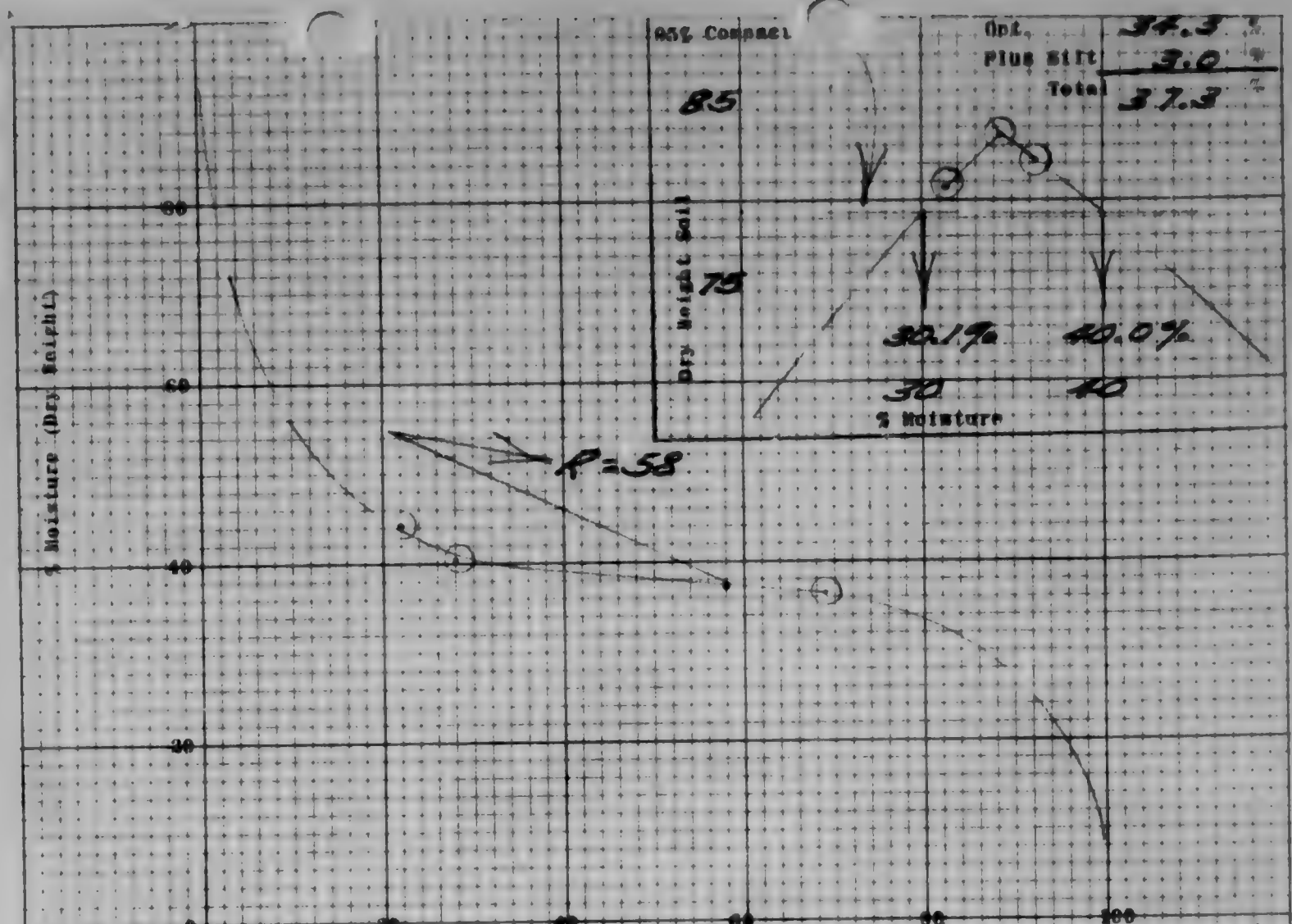
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber

Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc D. C. King
County and City
R. L. Lems



Data Sheet No. A-46003
Lab. No. 358529
LL 45
PI 8
Pass 200 Screen 58.8 %

HYDROMETER ANALYSIS

Particles Larger Than 2.0 mm	2.3 %
Coarse Sand	22.9 %
Fine Sand	22.6 %
Silt	25.9 %
Clay	26.3 %
Sc	2.58
Natural Moisture	%

NOTE

This curve indicates the recommended base and surfacing requirments for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of pit represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should on 1/2 frost penetration

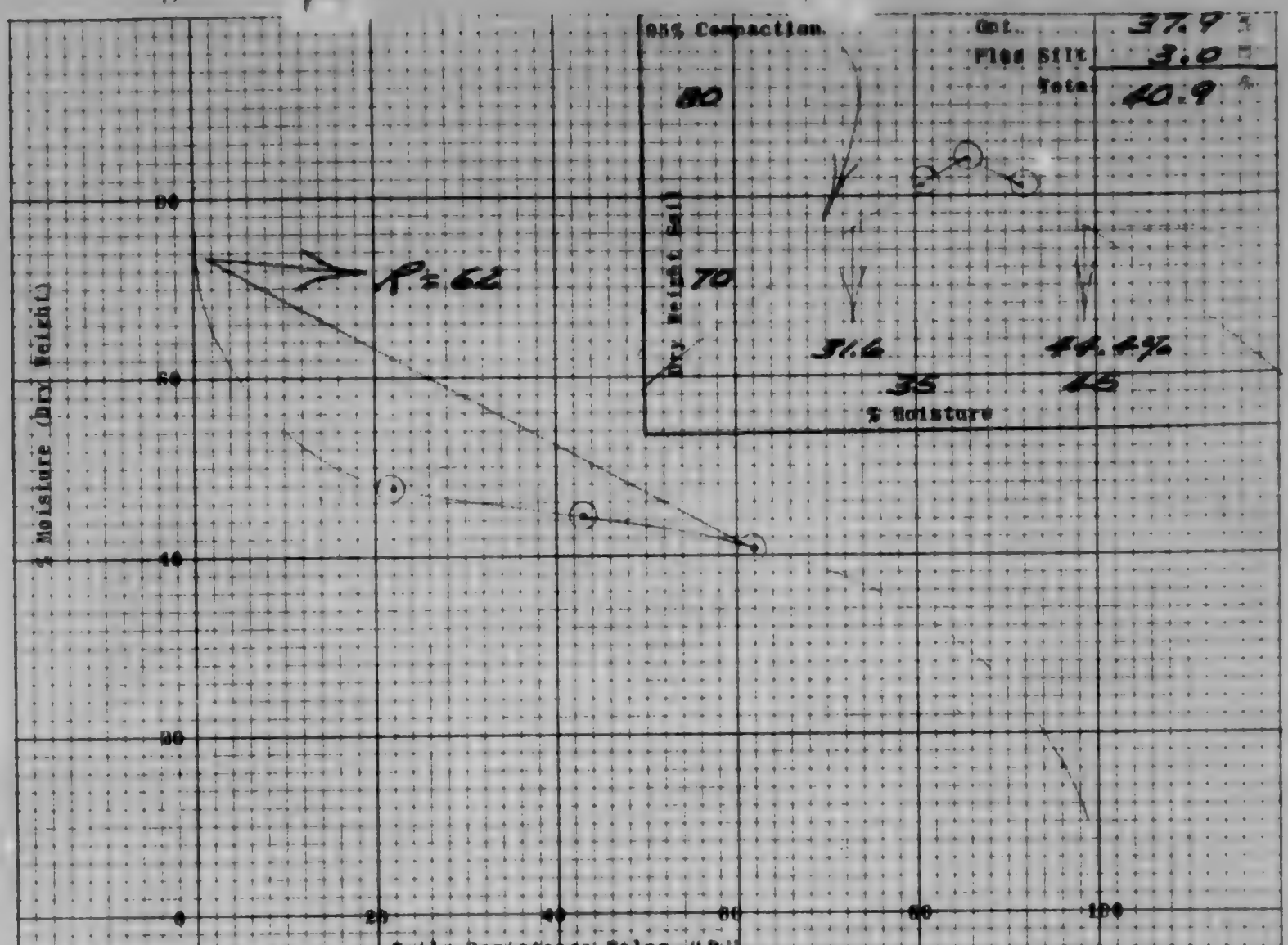
Zone & Area M Traffic 10.0
Minus Rock Reduction —

Minus Wearing Surface	3.0
	7.0
Plus 25% Increase	2.0
Plus Wearing Surface	3.0
Total Base & Wear	12.0

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Hackard - Skaggs
Hwy F.A.S. 608
Station 5+75, 8' Lt.
Depth 0-20' Cat bank
Hole # Sample #1
To be used - Emb.
Prefix No. 504-1428
County - Clatsop
Date 3-17-55
Designed by G

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
CLEARPRINT PAPER CO NO. T3150 10 DIVISIONS PER INCH BOTH WAYS 70 x 100 DIVISIONS



Date Sheet No. 144003
Lab. No. 358530
LL 47
PI 10
Pass 200 Screen 54.2 %
HYDROMETER ANALYSIS
Particles larger than
2.0 mm 33.7 %
Coarse Sand 2.7 %
Fine Sand 5.3 %
Silt 27.5 %
Clay 30.8 %
Sp
Natural Moisture %

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of soil represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration

Base & Wear 17 Traffic 10.0
Minus Rock Reduction —
Minus Wearing Surface 3.0
7.0
Plus 25% Increase 2.0
Plus Wearing Surface 3.0
Total Base & Wear 12.0

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Hackard Slough
Hwy F.A.S. 608
Station 34+50, 12' Rt.
Depth 0-12" in shoulder
Hole # Sample 2
To be used Subgrade
Proj. No. 504-1128
County Clatsop
Date 3-17-56
Designed by S

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
CLEARPRINT PAPER CO. NO. T3100 10 DIVISIONS PER INCH BOTH WAYS 10 X 100 DIVISIONS

NOTED

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Memo to J. W. Nash
3/15/55

Cook Slough Section
FAS 571

This project is located at the crossing of FAS 571 over Cook Slough approximately 0.3 mile east of the junction of FAS 571 and FA Route 2 at Miles Crossing.

The proposed project is to replace the existing 108-foot long frame trestle bridge over Cook Slough with a pipe and fill. The finished roadway will be constructed to asphaltic concrete pavement 18 feet in width with 4-foot shoulders. The existing untreated timber structure has deteriorated beyond economical repair.

This route skirts the south bank of the Youngs River and serves a highly developed residential, small farm, and dairy farm area.

Clatsop County
Length: 0.03 mile.

Funds:		
	Federal	$ 6,000
	State	2,000
	County	2,000
	Total	$10,000

NOTE: This is the second project on this route. The other one was the Miles Crossing-Johnson Road, S-134(1).

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Memo to J. W. Nash
3/15/55

Miles Crossing-Heckard Slough Section
FAS Route 608

This project is in two sections. The first section extends from a point approximately 0.7 mile south of the junction of FAS 608 and FA Route 2 at Miles Crossing, southerly for a distance of 1.3 miles. The second section extends from the Rieth Road approximately 3 miles south of the junction with FA Route 2, southerly to a county road junction approximately 4 miles south of the junction with FA Route 2.

The proposed project on the first section is to resurface the existing 18-foot wide bituminous wearing surface with asphaltic concrete pavement 18 feet in width. Shoulder rock will also be placed on the existing roadway to the maximum allowable width without involving grading operations. This shoulder width will be variable averaging 3 feet. No widening is planned on this section of road because existing roadside build-up and the topography would require excessive right of way and grading costs. The present horizontal and vertical alignment is satisfactory. The existing bituminous pavement is somewhat deformed due to its development by widening the original 16-foot pavement to 18 feet with an oil mat. The proposed resurfacing project will restore this pavement to a uniform riding surface.

The proposed project on the second section is to grade and drain to an improved grade and alignment and construct an asphaltic concrete wearing surface 18 feet in width with 4-foot shoulders. Included in the project is the construction of a 51-foot long reinforced concrete bridge on treated pile trestle bents. Horizontal clearance of the new structure will be 26 feet. The existing untreated timber structure has deteriorated beyond economical repair. The existing section of road has a bituminous wearing surface 17 feet in width and is of unsatisfactory grade and alignment. The section upon which no work is to be performed was improved by the county approximately 8 years ago to an asphaltic concrete wearing surface 18 feet in width with 3-foot shoulders.

This road serves a rather highly developed suburban residential and farming area devoted primarily to dairy farming. Because of the topography (rolling hills and tide lands) the development is immediately adjacent to the road.

Clatsop County
Length: 2.25 miles

(1st Project)

Funds:		
	Federal	$60,000
	State	20,000
	County	20,000
	Total..	$100,000

JFH:mm

NOTED
J. W. CATTRALL

March 8, 1955

Clatsop County Court
Court House
P. O. 179
Astoria, Oregon

NOTED
Harold C. [illegible]

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are four copies of an option form for acquisition of right of way required for the Heckard Slough section of FAS 608. Also enclosed are three prints of a right of way map. It would be appreciated if you will advise us when the option or a deed has been executed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

FORM E20—50M—4-54—74366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 4, 1955

SUBJECT: File No. 22948
Heckard Slough Section
Lewis & Clark County Road

To: Mr. John W. Cattrall
City & County Relations Engineer
O F F I C E

Dear Mr. Cattrall:

Attached you will find option form in quadruplicate covering right of way to be acquired in connection with the Heckard Slough Section of the Lewis & Clark County Road in Clatsop County, together with copy of statement of information.

Also attached are three prints of Map No. 7B-31-2 covering this right of way and bearing our date of 3-2-55.

File No.	Name	Area
22948	John H. Reith	1.9 acres

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:ls
Attach: One option form in (4)
& 3 prints of 7B-31-2

cc: John W. Cattrall

cc: V. G. O'Neil

OREGON STATE HIGHWAY DEPARTMENT

STATEMENT OF INFORMATION AND AUTHORIZATION TO PURCHASE

10M 10-53 FORM E-353

R/W FILE NO.

DATE: December 1954

☒ PURCHASE ☐ LEASE ☐ EASEMENT ☐ R. R. ENCROACHMENT ☐ SALE OTHER:

☒ R/W ☐ STOCK PILE ☐ MAINTENANCE ☐ QUARRY/ GRAVEL PIT ☐ PARK OTHER:

APPROXIMATE LIMITS STA. 0+00 TO STA. 21+00 OR NEAR M.P.

HIGHWAY: Lewis & Clark County Road

UNIT: Hockard Slough

SECTION:

PRESENT OWNER: John H. Reith

ADDRESS: Rt #3 Astoria, Oregon

COUNTY	SECTION	TWP.	RANGE
Clatsop	6 & 7	7N	9W

RECOMMENDED FOR APPROVAL

DIVISION ENGINEER

CONSTRUCT. ENGINEER

SUBMITTED BY: D. C. King Resident ENGINEER

DATE APPROVED

BY

R/W ENGINEER

PHOTOSTATS SHOULD BE OBTAINED OF ALL PERTINENT DEEDS. WHERE PHOTOSTATS ARE NOT AVAILABLE, COPIES SHOULD BE OBTAINED FROM THE COUNTY CLERK, TITLE CO., OR OTHER SOURCE. COPYING FROM THE RECORDS BY THE ENGINEER IS NOT RECOMMENDED; HOWEVER, IF NO OTHER SOURCE IS POSSIBLY AVAILABLE, THE ENGINEER MAY FILL IN THE INFORMATION AT THE BOTTOM OF THIS FORM.

COPIES OF ALL DEEDS NECESSARY TO FULLY ESTABLISH THE DESCRIPTION OF THE PROPERTY SHOULD BE SUBMITTED. FOR INSTANCE, COPIES SHOULD BE ATTACHED OF DEEDS WHICH ARE REFERRED TO IN THE DESCRIPTION OF THE MAIN DEED. IF DEEDS CONTAIN OMISSIONS OR ERRORS, PERHAPS COPIES OF DEEDS FARTHER BACK IN THE CHAIN OF TITLE WILL BE NEEDED TO SATISFACTORILY SET OUT THE PROPERTY INVOLVED. IF POSSIBLE, DESCRIPTIONS SHOULD BE OBTAINED OF ALL EXCEPTIONS NOTED BUT NOT DESCRIBED IN THE DEED.

PHOTOSTATS OR CERTIFIED COPIES SHOULD BE SUBMITTED OF ALL PLATS OF SUBDIVIDED PROPERTY AFFECTED BY ACQUISITION. STANDARD TRACINGS, 11" X 17", SHOULD BE SUBMITTED WITH ALL QUARRIES, STOCKPILE SITES, ETC.

DEED INFORMATION

(IF PHOTOSTATS NOT AVAILABLE)

TYPE OF DEED ☐ WARRANTY ☐ BARGAIN AND SALE ☐ QUIT-CLAIM OTHER:

TO (NAME)	FROM (NAME)		
DEED DATED	DATE DEED RECORDED	BOOK	PAGE

DESCRIPTION IN RECORD

(TURN BOTTOM OF SHEET UP AND CONTINUE ON OTHER SIDE)

cc: V. G. O'Neil

Form E-11—Revised—4M—12-53

File No. 22948

ALL OF THE FOLLOWING INFORMATION TO BE TAKEN FROM OWNER AT TIME OF TAKING OPTION

1. Property located: P. W. Gillett D.L.C. #50, also in the W½ of the SW¼ Sec 6 and NW¼ NW¼ of

Lot or Section 7 Block or Township 7 N Addition or Range 9 W W. M. Clatsop County

2. Husband: ..... Wife: .....

Address: ..... Phone No. .....

Former wife: ..... Former husband: .....

Divorced: ..... Where ..... Date ..... Divorced: ..... Where ..... Date .....

Deceased: ..... Where ..... Date ..... Deceased: ..... Where ..... Date .....

3. Contract purchasers: Date ..... Unrecorded ..... Recording data .....

Husband: ..... Wife: .....

Address: ..... Phone No. .....

4. Lessees: ..... Names in full: .....

Address: ..... Phone No. .....

5. Mortgage from: ..... Address: .....

Chattel mortgage from: ..... Address: .....

6. Other persons having interest in property: (State how interested—give names and addresses)
(If none—so state)

.....

7. Name of estate, if any: .....

Executor or administrator: ..... Address: ..... Phone No. .....

Attorney: ..... Address: ..... Phone No. .....

Name of all heirs, their spouses and addresses: .....

.....

.....

Names and ages of minor children: .....

.....

Note—Use reverse side, if necessary, for complete information)

8. Remarks: .....

.....

.....

NOTE: List Title Insurance Policy, Abstract or Torrens Certificate available—if accompanying, so state.

Name of Title Insurance Company .....

No. of Policy ..... Date of issuance ..... Torrens Certificate No. .....

cc: V. G. O'Neil

Salem, Oregon
February 17, 1955

NOTED
J. W. CATTRALL

NOTED
Harold (illegible)

NOTED
J. F. HAGEMANN

Mr. H. G. Smith
Construction Engineer

The field data for the Heckard Slough Section of FAS 608, the Cook Slough Section of FAS 571, and the Lewis and Clark County Road which we will call the Miles Crossing-Rieth Road Section of FAS 608 have been examined and the following comments are offered:

Clatsop County's FAS projects as originally requested and approved involved grading, surfacing, oiling with an O-11, and replacing existing bridges on the Heckard Slough Section of FAS 608 and the Cook Slough Section of FAS 571. Both of the roads involved fall in the 400 to 1,000 traffic volume group; however, little or no heavy trucks use these routes. It was the county's initial purpose to place an O-11 and, after a few years' usage, pave these sections if required.

The division office in working up the project had several contacts with the County Court and suggested that A.C. pavement be substituted for the O-11 and, in order to increase the A.C. tonnage, a 1-1/2 mile section of existing bituminous surfaced road between Heckard Slough and Miles Crossing be resurfaced at the same time. The County Court agreed to this and the attached field data was submitted accordingly. The design for a 2-1/2" thickness of A.C. pavement apparently originated with the division.

It is requested that, after the design has been reviewed and an estimate based on the final approved design made, this office be advised of both the reviewed design and estimate so that the county may again be contacted if there is any material difference between these and the field design and estimate.

The typical section shown for the 1-1/2 mile section of the Lewis and Clark Road to be resurfaced indicates the existing bituminous surface to be 16' in width with approximately 2' shoulders. Our inventory records show this section to have an 18' bituminous surface with approximately 4' shoulders. In any event it is suggested shoulder widths be the maximum obtainable without involving extensive grading operations.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
cc: V. G. O'Neil

CLATSOP COUNTY
PROPOSED PROJECT J-15-55

FAS 608 - Miles Crossing-Rieth Road Section, 1.5 Miles, $50,000. This section extends from a point 0.7 mile south of Miles Crossing, southerly to a point near Rieth Road.

The proposed project is to resurface with asphaltic concrete the existing 18' wide bituminous wearing surface and place shoulders as required upon the existing roadway. The shoulder widths will vary from 2 to 4 feet. It is planned to include this section with the Heckard Slough section of the same road which was approved 10/28/54. The Heckard Slough section will be changed from an O-11 to an asphaltic concrete wearing surface.

Approved by Highway Commission 3/2/55

2/15/55

NOTED
Harold C. A[illegible] NOTED
J. W. CATTRALL

Astoria, Oregon
January 26, 1955

[illegible]
J. [illegible]

Oregon State Highway Commission
Salem, Oregon

Attn. Mr. John W. Cattrall

Dear Sir:

The Clatsop County Court has discussed the plans prepared by the Oregon State Highway Department embodying Federal Aid Secondary Projects set up for 1956-1957 funds.

The project contemplates construction and surfacing with asphaltic concrete the Heckard Slough section of Lewis and Clark Road, also pavement widening and surfacing with asphaltic concrete a 1.48 mile section of Lewis and Clark County Road from Mile Post 0.7 to Mile Post 2.18, these projects being designated as Federal Aid Secondary #608.

The project also to include replacement of Cook's Slough Bridge with a 48 inch culvert, Federal Aid Secondary #571.

It is understood that the Engineers' estimate is in approximate amount of $100,000 and involves expenditure of all of 1956 and a portion of 1957 FAS Funds available to Clatsop County.

Yours truly,

APPROVED 26 19 55
COUNTY COURT OF CLATSOP COUNTY
BY Rue Boyington
COUNTY JUDGE
Chas Stratton
COUNTY COMMISSIONER

COUNTY COMMISSIONER

NOTED
V. R. JONES

NOTED
Harold [illegible]

November 1, 1954

Clatsop County Court
P. O. Box 179
Astoria, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

On October 28th the Highway Commission approved for construction with Federal Aid Secondary funds the projects in Clatsop County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

Our Bridge Division has furnished information relative to the Steel Boat and the Clatskanie River bridges and we would like to discuss this matter with you before programming any additional funds.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWH:mm
Att.

CLATSOP COUNTY
PROPOSED PROJECTS

FAS 608 - Heckard Slough Section, Approximately 1 Mile, $55,000. This section extends from the Rieth Road southerly to the county road junction at the Lewis & Clark River.

The proposed project is to grade, place base material, and place a binder course and a 20' wide 0-11 with 4' shoulders. The grading should include raising the fill on both sides of the Heckard Slough Bridge above high water and replacement of the Heckard Slough Bridge with a pipe and fill. Mr. Ricketts of the Bridge Division has estimated that an 84" pipe would be sufficient. The county has a location survey for this section and Mr. Shefler, County Engineer, should be contacted prior to making the survey.

FAS 571 - Cook Slough Section, $5,000. This section is located 0.3 mile east of Miles Crossing.

The proposed project is to replace the existing bridge with a pipe and fill. Mr. Ricketts of the Bridge Division has estimated that a 30" pipe would be sufficient. The finished roadway would be a 20' 0-11 and binder with 4' shoulders. It is suggested that this project be combined with the above project on FAS 608. If no other source of fill material is available it could be obtained from the Heckard Slough section.

10/19/54

FORM E-123X 25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

January 30, 1951

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter received from the County Court of Gilchrist County. For your information, we have included an item of $45,000 on this federal-aid county road in the third year of the presently proposed three-year secondary program.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. J. W. Cattrall

RECEIVED
JAN 31 1951
ENGINEER

Salem, Oregon
January 19, 1951

Mr. W. C. Williams
O F F I C E

I hand you herewith a letter from the Clatsop County Court to the Oregon State Highway Commission in which the County requests consideration of a Federal Aid Secondary project on FAS Route No. 608.

It will be noted in their letter that they request widening, straightening, and resurfacing of the entire 7.92 miles. In my recent conversation with Judge Boyington, he pointed out that the northerly end of the project from the end of the 0.72 mile that the County improved last year to Peterson's Corner is the worst section and should receive first consideration. The distance from Miles' Corner (the junction of FAS 608 and the Oregon Coast Highway) to Peterson's Corner is 3.78 miles. The County has resurfaced 0.72 mile on the northern end. This leaves approximately 3 miles of resurfacing. This is the same section that I reported to you verbally early this month.

The correcting of the bad alignment and resurfacing that the County mentions in the last paragraph of their letter is approximately 1.5 miles east of Seaside and is not on the FAS System; however, it is an improvement of the over-all route. This route at times is used as a detour between Astoria and Seaside when repairs are being made to the Lewis and Clark bridge and during other emergencies.

NOTED
J. W. CATTRALL

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

GUY BOYINGTON, COUNTY JUDGE
MYRON E. JONES, COMMISSIONER
VERNE STRATTON, COMMISSIONER
MARY REDDING, CLERK
PAUL KEARNEY, SHERIFF
GARNET L. GREEN, DIST. ATTY.
M. J. COSOVICH, ASSESSOR

Clatsop County

BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND C. LUCE, CORONER
ROBERT B. SHEFLER, ENGINEER
CHAS. DODGE, LAND AGENT
GORDON HOOD, COUNTY AGENT

ASTORIA, OREGON.

January 17, 1951

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

It is respectfully requested that, in your next highway program, consideration be given to a project to widen, straighten and re-surface Federal Aid Secondary Road #608, our Market Road #7, on the Lewis & Clark River, in Clatsop County, the length of this road being 7.92 miles.

In the event of the closure of the Lewis & Clark River bridge on Highway 101, either for repairs or through disaster, this road provides the only alternate route south from Astoria to Warrenton, Seaside and the highways to the South. The mileage to Seaside is practically the same as via Highway 101.

In the event of the closure of the Youngs River Bridge on Highway 101 either for repair or though disaster, this road provides the only other route to the South via Olney.

Approximately the first four miles of this road is paved with concrete, 15 feet in width with built up oiled shoulders adding about 4 feet in width. This pavement has been extensively patched and is rough. Clatsop County, in 1950, resurfacedthe first .72 mile of this pavement with asphaltic concrete, easing the curves as much as possible and providing proper elevation on the curves. We have no available funds for further improvement of the road however, and if the road is to be prepared to handle an emergency diversion of heavy traffic it will be necessary that outside aid be provided.

On the connecting road between the end of the proposed project and Seaside, Clatsop County has, in the past year, done considerable improvement, in correcting bad alignment and resurfacing and it contemplated that further work will be done as funds are available.

Very truly y ours,

CLATSOP COUNTY COURT, Guy Boyington
County Judge.
Myron E Jones
County Commissioner,
Verne Stratton
County Commissioner.

cc John W. Cattrall, Engineer.
County & City Relations.

331-1706 Union (Warren & Dearborn Sts.) 1955
Grading & Paving Project.
#4454

NOTED
V. R. JONES

Form A-150—10M—8-55

NOTED
Harold [illegible]

NOTED
J. W. CATTRALL

RECEIVED
MAR 19 1956
ENGINEER
CO[illegible]

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

Invoice No. 44159

Date March 16, 1956

Your Req. No.

Billing Request No. cc-221

Credit distribution: 331-1706-895

City of Union
Union, Oregon

Attn: J. R. Jones, City Recorder

Final billing city's share total cost of Warren & Dearborn Streets project, City of Union. Covered by agreement dated May 25, 1955.

RECEIVED
MAR 19 1956
[illegible]

Advance Deposit		4,470.00
Total cost	18,354.87	
Less agreed State share	15,000.00	
City's share of cost		3,354.87
To be refunded		$1,115.13

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 88944

Cash Received with Request: $_____

By G. P. Winchcomb

John W. Cattrall
Engineer, County and City Relations

HCA:[redacted]
Att.

NOTED
V. R. JONES

NOTED
Heard ... FB

March 15, 1956

Mr. J. R. Jones
City Recorder
Union, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

Final costs on the S pecial City Allotment project on Warren and Dearborn Streets in Union are now available and the agreed city's share of the total costs, as shown in the attached statement, is $3,354.87.

As the initial deposit by the city for this project was $4,470, a refund of $1,115.13 is due the city from the state. A check for this amount will be forwarded by our accounting division within the next two weeks.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT — STATEMENT OF FINAL COSTS

UNION Special City Allotment Project
Contract No. 4454
Grading & Paving, Warren and Dearborn Streets — March 15, 1956

PAYMENTS TO CONTRACTOR:

	Item	Quantity		$	Total
1.	Clear & grub	All		$	$ 250.00
2.	Drainage excavation	34.06	C.Y.	6.00	204.36
3.	General excavation	867.8	c.y.	1.00	867.80
4.	Short overhaul	711	c.y. sta.	.05	35.55
5.	Finish roadbed and slopes	.37	mile	1,000.00	370.00
6.	36" arch type metal pipe	38	l.f.	12.00	456.00
7.	12" concrete pipe	30	l.f.	2.50	75.00
8.	18" concrete pipe	75	l.f.	4.50	337.50
9.	24" concrete pipe	12	l.f.	6.50	78.00
10.	Coarse material in base	2615	c.y.	1.20	3,138.00
11.	3/4"-0 in base & shoulders	611	c.y.	3.75	2,291.25
12.	Sprinkling	44.4	M/gal.	3.50	155.40
13.	Class B asphaltic concrete	748.08	tons	10.50	7,854.84

Subtotal, Contract Items	$16,113.70
Construction Engineering	1,601.51
Construction by State Forces	165.01
Survey	475.65
TOTAL COST	$18,354.87
Less Agreed State Share	15,000.00
City Share	$ 3,354.87
City Advance Deposit	4,470.00
REFUND DUE CITY	$ 1,115.13

HCA:[redacted]

FORM E30—GEN—4-54—74306

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1956

SUBJECT: Special City Allotment Project
City of Union

To: John W. Cattrall
County and City Relations Division

Attention: H. C. Ayers, Field Engineer
County & City Relations Division

The total costs covering Contract 4454, the Union (Warren and Dearborn Streets) City Allotment project are as listed below. You will note that there are neither charges nor credits to this project in the 1956 Cost Records to February 29.

	1955	331-1456-900	$ 474.65	$
	1956	331-1456-900	—	474.65
	1955	331-1706-201	16,113.70	
	1956	331-1706-201	—	16,113.70
	1955	331-1706-269	165.01	
	1956	331-1706-269	—	165.01
	1955	331-1706-900	1,601.51	
	1956	331-1706-900	—	1,601.51
				$18,354.87

C. H. Maison
Auditor

By: J. P. Bartlett
J. P. Bartlett
Accounting Division

JPB:rh

RECEIVED
NOV 23 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) November 14, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
331-1706 4454	3-Final	Russell Olson Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22920	B-136289	$ 505.94	11/21/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: None

Completion Date: Sept. 20, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 21 1955

RECEIVED
NOV 14 1955
FOR FILING
21-1706
4454

November 10, 1955

CERTIFIED MAIL

Home Indemnity Company
L. M. Thompson, Manager
520 Lumbermens Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4454 for work performed on city streets in the city of Union, Union County was completed by the contractor, Russell Olson Construction Company, on September 20, 1955, and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $505.94 will be released to the contractor on or after November 21, 1955. The total contract amount is $16,113.70, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

do

NOTED ON CARD

RECEIVED
OCT 13 1955
FOR FILING

221 1706
4454

October 12, 1955

CERTIFIED MAIL

The Home Indemnity Co.
L. M. Thompson, Manager
520 Lumbermens Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Russell Olson Construction Co.,Inc. in connection with contract No. 4454, for grading and paving on the Union (Warren & Dearborn Streets) in Union County. This payment, in the amount of $5,826.19, will be released to the contractor on or after October 22, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Pendend-Williamson Agency
106 S. E. First St.
Pendleton, Oregon

NOTED ON CARD

Form E-1—1954

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 24, 1955

Section Union (Warren & Dearborn Streets) Kind of work Grading & Paving

Highway City Streets Section prefix 331-1706

Contractor Russell Olson Construction Co., Inc. Contract number 4454

Date of contract June 2, 1955 Date of completion September 30, 1955

Date work started August 10, 1955 Estimated date of completion September 15, 1955

Project authorization . . . . . $ 19,070.44 Per cent of time elapsed 78 %
Exclusive of Engineering . . . . . $ 17,714.32

Estimated cost of completed project, exclusive of engineering . . . . . $ 16,500

Per cent of contract completed, based on total contract price . . . . . 95 %

Engineering authorization . . . . . $ 1,356.12

Engineering cost to date $ 1,260.00, 93 % Date project was completed September 20, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project completed September 20, 1955.

Mr. Ayres of County & City Relations Division over the project with City officials September 21.

FINAL REPORT

NOTED
J. G. SMITH

NOTED
L. H. Young

RECEIVED
SEP 27 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.37				
Miles partially completed	0.37				
Miles completed	0.37				
Total estimated quantities	870	2615			740
Estimated quantities moved or placed to date	870	2615			740
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast		
Monday	Clear		
Tuesday	Overcast		
Wednesday	"		
Thursday	Clear		
Friday	"		
Saturday	"		

RECEIVED
JUN 29 1955
FOR FILING

321-1706
4454

June 29, 1955

Russell Olson Construction Co.,Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4454 awarded to you by the State Highway Commission on June 2, for grading and paving on the Union (Warren & Dearborn Sts.) City Streets Section in Union County.

A copy of this contract is also being sent to the Surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
V. R. JONES

June 7, 1955

NOTED
Harold C. Ayers

Mr. J. R. Jones
City Recorder
Union, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Mr. Jones:

We acknowledge receipt of the City's advance deposit of $4,470 on the Special City Allotment project for the paving of Dearborn and Warren Streets in Union. The contract was awarded to the Russell Olson Construction Company of Pendleton, Oregon on June 2, 1955.

Enclosed for the City's records is a copy of the contract and plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Encl.

RECEIVED
JUN 7 1955
FOR FILING

331-1706

4454

June 6, 1955

Mr. J. R. Jones, City Recorder
City Hall
Union, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Union covering the improvement of Dearborn Street in the City of Union.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
JUN 9 1955
FOR FILING

331-1766
4454

ofile

Salem, Oregon
June 6, 1955

MISC. CONTRACTS and AGREEMENTS No. 1638

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached hereto is a conformed copy of an agreement with the City of Union covering the Special City Allotment project on Dearborn Street in the City of Union.

A fully executed copy of the above agreement has been retained in this office for the Commission' s files and one fully executed copy has been sent to the City Recorder of Union.

Secretary

rm
Attach: 1

RECEIVED
JUN 10 1955
FOR FILING

331-1706

4454

June 2, 1955

Russell Olsen Construction Co.
P. O. Box 272
Pendleton, Oregon

NOTED
J. Mc C.

Gentlemen:

The State Highway Commission on May 25, 1955 accepted your proposal for grading and paving Warren and Dearborn Streets in Union, Union County for the sum of $16,951.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4454.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attn: Dorothy McCormack

RECEIVED
MAY 31 1955
FOR FILING

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM
DAY LETTER
NIGHT LETTER
$
S
E

...WAY DEPARTMENT
...DE
WESTERN UNION
W. P. MARSHALL, PRESIDENT
1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Russell Olsen Construction Co.
P. O. Box 272
Pendleton, Oregon

Salem, Oregon
June 2, 1955
2:28 p. m.

Contract for Union (Warren and Dearborn Streets) Grading and paving project, Union County for which you submitted low bid on May 25, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

JDG:mm

cc: W. C. Williams

RECEIVED
MAY 31 1955
FOR FILING

FORM E30—50M—10-54—78489
231-1706
11424

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1955

SUBJECT:

To: Mr. S. H. Probert
Office Engineer

NOTED
W. C. WILLIAMS

We have received this date a check from the city of Union in the amount of $4,470 as the city's share in the Special City Allotment project.

This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm

cc: W. C. Williams

5-2-55

ORDINANCE NO. 244

An ordinance providing for a form of agreement by and between the City of Union, Oregon and the State of Oregon acting by and through its State Highway Commission, for the improvement of Dearborn Steet from Olive Street to Warren Street and Warren Street from Dearborn Street to the county road, a distance of approximately 0.37 miles, and declaring an emergency.

WHEREAS, the City of Union, Oregon, has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Dearborn Street from Olive Street to Warren Street and Warren Street from Dearborn Street to the county road, and,

WHEREAS, in the form of agreement prepared by the State Highway Commission, a copy of which, marked "Exhibit A", is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and no/00 Dollars ($15,000.00), and the City of Union to pay all cost in excess of said $15,000.00;

The City of Union does ordain as follows:

SECTION 1: That that certain form of agreement herein above referred to be entered into by the City of Union, Oregon and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Dearborn Street and Warren Street, and is hereby approved and accepted as submitted.

SECTION 2: That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

SECTION 3: WHEREAS, it is necessary that said improvements be made in the early summer of 1955 while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health and credit of the people of the City of Union, Oregon, an emergency is declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor, as authorized by the City Charter, dated

Ayes Five

Nays None

Submitted to and approved by the Mayor on the 2nd day of May 1955.

Attest;

J. R. Gower
Recorder

Lauren C. Ferguson
Mayor

FORM S-80 25M 9-51 83215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Feb. 2, 1953

SUBJECT: Base Design Charts

To: Mr. A. F. Parsons
Division Engineer
Division 7
La Grande, Oregon

Dear Sir:

Reference is made to the Warren and Dearborn Streets Section of the Union City Streets.

Enclosed you will find 1 base design charts prepared from laboratory tests, numbers 356322.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

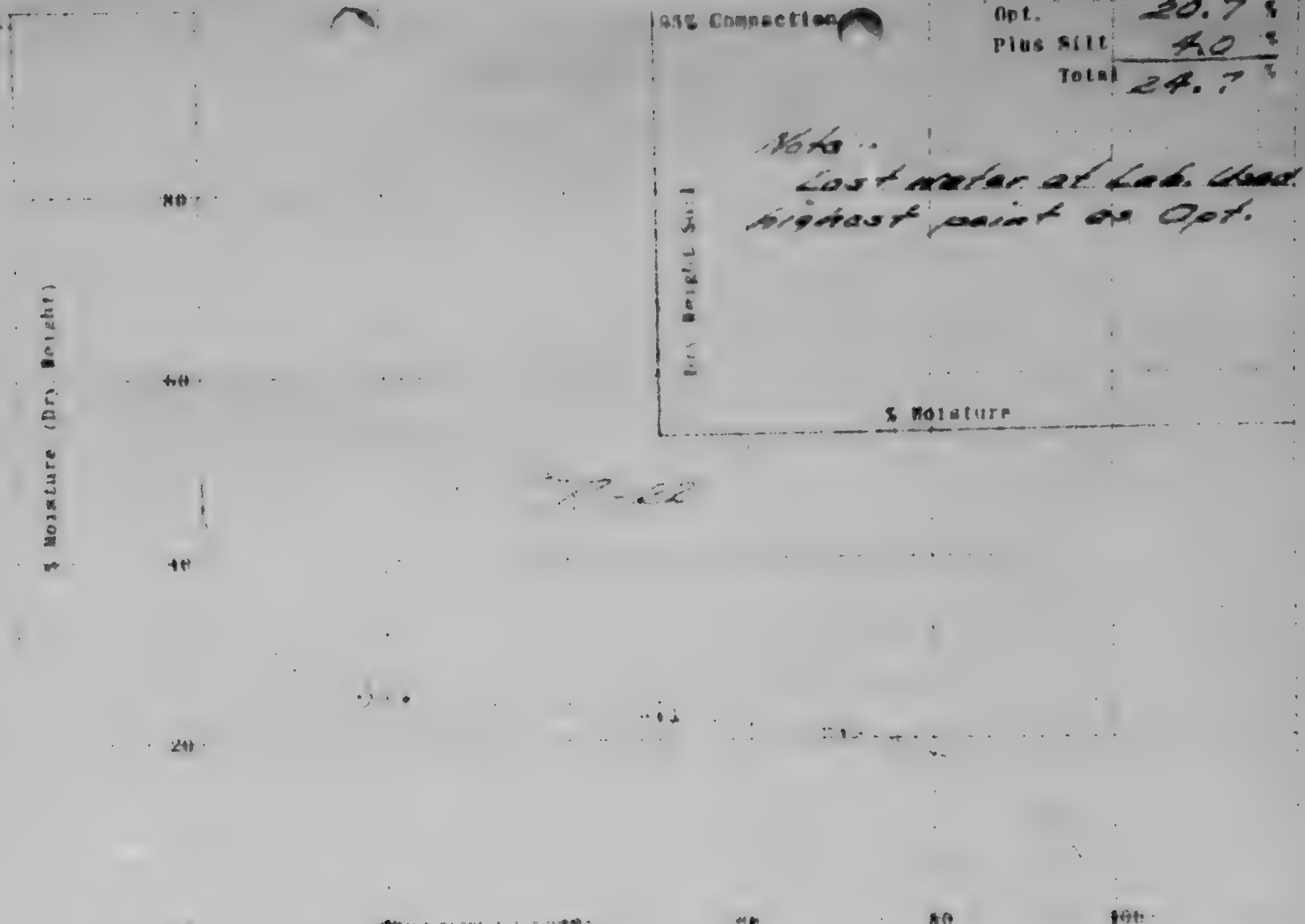
Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
G. D. Gannon
County and City
W. P. Milne



Data Sheet No 420894

Lab No 256322

LL 33

PI 8

Pass 200 Screen 32.8 %

HYDROMETER ANALYSIS

Particles Finer than

2.0 mm

Coarse Silt

Fine Sat

Silt

Clay

Sc

Natural Moisture %

NOTE

Recommendations for the recommended use and surfacing requirements for this particular soil after consideration of the existing and probable conditions. For design purposes, it will be necessary to consider the quality of the represented [illegible] the possible reduction [illegible] because of the use of lesser soils available in the upper portions of the cuts and fills. If test soils prevail the area test holes should be [illegible]

Reno & Berg 11-4 Traffic 25.0

Hveem Rock Reduction 1.0

4.0

Hveem Wearing Surface 3.0

1.0

Plus 2% Increase 3.0

Plus Wearing Surface 3.0

Total Base & Wear 17.0

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Warren & Dearborn Sts.

Hwy Union City Sts.

Station 2nd & 3rd & Electric St.

Depth - 6" - 24"

Note *

To be used Subgrade

Project No

County Union

Date 2-3-55

Designed by [illegible]

ENGINEER

J. A. ROBERTSON
MAYOR

J. R. JONES
RECORDER-TREASURER

CITY OF UNION

UNION, OREGON October 8, 1954.

POLICE DEPARTMENT
ROBERT L. WATTS, CHIEF

Mr. Harold C. Ayres,
Field Engineer
Oregon State Highway Comm.,
Salem, Oregon.

Dear Sir:

I have been instructed by the City Council, to inform you that the City will Pay $ 1000.00 to finish warren street from the intersection Dearborn to the rail-road or Arch street. Traffic is heavy on the threee blocks on Warren street which is by the State Experiment Station and the Union Sawmill Company. The City will appreciate it very much if this can be done.

Very truly yours,

J.R. Jones

J.R. Jones, City Recorder.

RECEIVED
OCT 11 1954
OREGON
STATE HIGHWAY COMMISSION

ENGINEER

8-9-54

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of UNION is an incorporated city of the State of Oregon, and has a population of 1307, as given by the latest official census, and

WHEREAS, the following streets of said city, DEARBORN

RECEIVED
AUG 13 1954
ENGINEER

Form cc-50 (1953 Rev.)
Special City Allotment

--------WARREN-------

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

------DEARBORN & WARREN ----------

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Union does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Wayne C. Ferguson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 9th day of AUGUST, 19 54

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

--------- ---------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of UNION at a regular or special meeting of said Council, held on the 9th day of AUGUST, 19 54 and the above copy is a true and correct copy of the original and of the whole thereof.

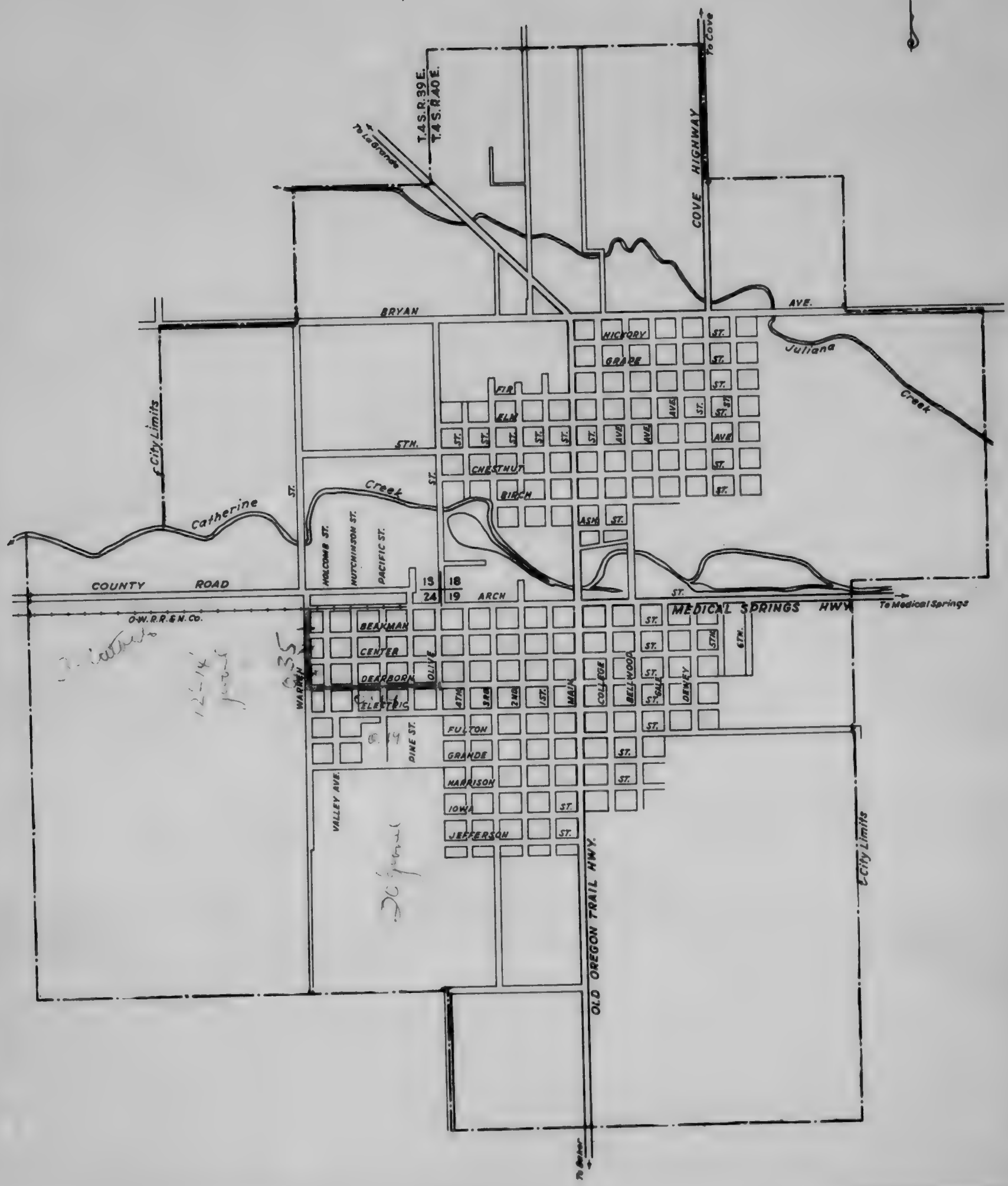
Dated this 10 day of AUGUST, 19 54

J.R. Jones

J.R. JONES
City Recorder
City of Union
Oregon

Form cc-50 (1953 Rev.)

UNION


To La Grande
T.4S.R.39E.
T.4S.R.40E.
COVE HIGHWAY
To Cove
BRYAN
AVE.
HICKORY ST.
GRAPE ST.
FIR
ELM
STH.
CHESTNUT
BIRCH
ASH ST.
Juliana Creek
City Limits
Catherine Creek
COUNTY ROAD
O-W.R.R.&N.Co.
WOLCOMB ST.
HUTCHINSON ST.
PACIFIC ST.
13
24
18
19
ARCH
MEDICAL SPRINGS HWY.
To Medical Springs
BEARMAN
CENTER
DEARBORN
ELECTRIC
OLIVE
WARREN
4TH
3RD
2ND
1ST.
MAIN
COLLEGE
BELLWOOD
DEWEY
6TH.
FULTON
GRANDE
HARRISON
IOWA
JEFFERSON
PINE ST.
VALLEY AVE.
OLD OREGON TRAIL HWY.
City Limits

330-1709 Milton-Freewater (S. Main St. 1955
& 15th Ave.) Paving Project
#4455

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

April 26, 1956

Mr. Robert L. Brunton
City Manager
Milton-Freewater, Oregon

Dear Sir:

Final costs on the Special City Allotment project on South Main Street and S. E. 15th Avenue in Milton-Freewater are now available and the agreed city share of the total costs, as shown in the attached statement, is $2,328.61.

As the initial deposit by the City for this project was $3,100, a refund of $771.39 is due the City from the State. A check for this amount will be forwarded by our accounting division within the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:[redacted]
Att.

Form A-150—10M—9-55

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 44736

Date April 24, 1956

Your Req. No.

Billing Request No. CO 232

Credit distribution: 330-1709-295

City of Milton-Freewater
Milton-Freewater, Oregon

RECEIVED
APR 25 1956

Attn: Robert L. Brunton, City Recorder

Final billing city's share of total cost of S. Main Street and S. E. 15th Avenue project in Milton-Freewater. Contract No. 4455, covered by agreement dated May 5, 1955.

Advance Deposit		3,100.00
Total Cost as per attached statement	17,328.61	
less agreed State share	15,000.00	
To be refunded		2,328.61
		$ 771.39

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

State Printing 38944

HCA:

OREGON STATE HIGHWAY DEPARTMENT — STATEMENT OF FINAL COSTS

MILTON-FREEWATER City Allotment Project
Contract No. 4455
Grading & Paving, S. Main Street and S. E. 15th Avenue — 4/23/56

PAYMENTS TO CONTRACTOR

Item	Quantity		@	Total
1. Drainage Excavation	12.72	c.y.	$ 3.00	$ 38.16
2. Blade Grader	28	hours	10.00	280.00
3. 12" corrugated metal pipe	94	l.f.	3.00	282.00
4. Extra for pipe under pavement	15	c.y.	3.00	45.00
5. Concrete catch basins	1	only	150.00	150.00
6. Adjust manholes	6	each	50.00	300.00
7. Coarse crushed rock in base	982	c.y.	3.30	3,240.60
8. 3/4"-0 crushed rock in base and shoulders	562	c.y.	3.50	1,967.00
9. Sprinkling	70.2	M/gal.	4.00	280.80
10. Class B asphaltic concrete	802.97	Tons	10.00	8,029.70
PA#1 M.C.-3 in binder	9.18	Tons	50.00	459.00
PA#1 3/4"-0 material in binder	73	c.y.	5.00	365.00

Subtotal, Contract Items.....	$15,437.26
Construction Engineering.....	1,180.71
Survey.....	710.64
TOTAL COST.....	$17,328.61
Less Agreed State Share.....	15,000.00
Agreed City Share.....	$ 2,328.61
City Advance Deposit.....	$ 3,100.00
REFUND DUE CITY OF MILTON-FREEWATER...	$ 771.39

HCA:[redacted]

NOTED
J. W. CATTRALL

March 13, 1956

Mr. Robert E. Brunton
City Manager
Milton-Freewater, Oregon

NOTED

J. F. HALLMANN

Dear Sir:

We acknowledge receipt of your letter of March 9, 1956 regarding the final costs on the Special City Allotment project on S. E. 15th Avenue and wish to advise you that the costs that appear on the books to date total $17,328.61.

We hesitate to final out the cost of the project at this time as our experience shows that some small costs could yet appear on the books. It is believed that all costs should be in by the closing date of the March books at which time we will send you the final breakdown of the cost of this project and any refund that is due the city.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

CITY OF
MILTON-FREEWATER

Council-Manager City Since 1938

Power - Light - Water - Sewer

March 9, 1956

OFFICE OF THE
CITY MANAGER

CITY HALL
MILTON-FREEWATER, OREGON

NOTED
Harold C. Ayers

Mr. John W. Cattrall, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Last summer the City of Milton-Freewater had S. E. 15th Avenue paved under the State $250,000.00 appropriation. At that time we turned over to you a check for the estimated amount over the $15,000.00. This amount was going to be reimbursed by setting up a special assessment district. As yet we have not received the final breakdown on this matter.

It would be appreciated if you could get us the figures on the cost of this project so that we could proceed with our setting up of this said district.

Sincerely yours,

Robert L. Brunton

Robert L. Brunton
City Manager

RLB:w

RECEIVED
MAR 12 1956

RECEIVED
MAR 11 1956
ENGINEER

RECEIVED

RECEIVED
JAN 12 1956
FOR FILING

330-1709
4455

Salem, Oregon
January 11, 1956

Transfer of Cost
Distribution

A. F. Parsons
Division Engineer
LaGrande, Oregon

Please refer to "Transfer of Cost Distribution" dated September 15, 1955, submitted by L. C. Smitton and routed through your office. This transfer, amounting to $146.30, covers 68 feet of 12" metal pipe and two 12" metal pipe bands purchased as material left on hand from Morrison & Lamping, contractors on the Milton-Freewater Paving Project, Contract No. 4455.

We have in our files a signed price agreement with Morrison & Lamping whereby we purchased the pipe. Also a letter from Mr. Bickmore stating that the pipe had been placed in storage at the Athena maintenance yard. In view of the price agreement and the letter, we transferred the pipe to Mr. Smitton's materials account, prefix 7752-574.

The transfer mentioned in the first paragraph above (a copy attached hereto) states that the pipe had been stolen and transfers it back to the Milton-Freewater city job, prefix 330-1709.

From our records it is difficult to determine who was responsible when the pipe was stolen. In any case, it apparently was the property of the Highway Department and we cannot justify Mr. Smitton's transfer, charging it back to the city job. In view of this, we have reversed Mr. Smitton's transfer.

Will you give this matter further consideration and then make the necessary adjustment to the cost records.

S. H. Probert
Office Engineer

FORM A-87
STATE PRINTING

OREGON STATE HIGHWAY DEPARTMENT

NOTED
Harold A.

NOTED
J. W. CATTRALL

REQUEST FOR TRANSFER OR CORRECTION OF COST DISTRIBUTION

FROM: Office Engineering Dept. Salem OREGON

TO: ACCOUNTING DIVISION— DATE Dec. 16, 1955

NOTED
J. F. HAGEMANN

PLEASE Transfer THE FOLLOWING ITEMS WHICH WERE ORIGINALLY CHARGED ON
(TRANSFER, CORRECT)

P/R Voucher No. 6715 DATE March, 1955
(INDICATE NAME OF ORIGINAL DOCUMENT)

(IF VENDOR'S INVOICE, WRITE NAME AND ADDRESS ON THIS LINE)

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION	CHARGE AMOUNT	CREDIT DISTRIBUTION	CREDIT AMOUNT
		C. D. Cannon's March				
		P/R covering 4 days time for				
		H. C. Johnson	330-1411-900	58 10	330-1487-900	58 10
		Ind. Ins. on above	330-1411-900	12	330-1487-900	12
		TOTAL		58 22		58 22

RECEIVED
DEC 19 1955
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
DEC 19 1955
ENGINEER
COUNTY & CITY RELATIONS

REASON FOR THIS REQUEST: The prefix for the 1953 Milton-Freewater job was used instead of the new 1955 Milton-Freewater City job survey prefix.

APPROVED: _____ DIVISION ENGINEER

PREPARED BY: J. A. Hardie

APPROVED: _____ STAFF ENGINEER

APPROVED: _____ DISTRICT MAINT. SUPT.

ENTERED ON JOURNAL VOUCHER NO.: _____

ENTERED BY: _____

DATE ENTERED: _____

RECEIVED
AUG 29 1955
FOR FILING

(CONTRACT NO.)

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

(date) August 25, 1955

(EST. NO.)	(CONTRACTOR)	
2-Final	Morrison & Lamping	
(WARRANT NO.)	(AMOUNT)	(DATE)
R-130453	$ 642.07	8/25/55

4155
(VOUCHER NO.)

17126

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: June 30, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-29-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 29 1955

Ruth Rawlings

NOTED

August 18, 1955

NOTED
Harold C. Ayers

Mr. Robert L. Brunton
City Manager
Milton-Freewater, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

Your letter to Mr. A. F. Parson, Division Engineer, La Grande, regarding final costs for the Special City Allotment project on Main Street and S. E. 15th Avenue in Milton-Freewater has been referred to this office. It will probably be two to three months before all of the charges clear through our Accounting Division and a final bill cannot be determined until such time. As soon as complete information is available we will notify you of the final cost of the project.

This project was completed on June 30, 1955, and under the terms of an agreement between the State and City dated May 25, 1955, the City assumed maintenance of and continued jurisdiction over said project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrail
Engineer, County and City Relations

JDG:mm

FORM E-20X 97½ 3-54 78750

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

J. W. CATTRALL

La Grande, Oregon
August 15, 1955

SUBJECT:

RECEIVED
AUG 17 1955

To:

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Mr. Smith:

Attached hereto is a copy of a letter of acceptance from the City of Milton-Freewater signed by the City Manager, Robert L. Brunton. This is to cover the Milton Freewater South Main Street and S. E. 15th Avenue Street Project recently completed.

You will note in Mr. Brunton's letter paragraph two that they are requesting information on the final cost of the project in order that collections can be made from the abutting property owners. Kindly forward this information to him as soon as available.

Very truly yours,

E. G. Bickmore
Assistant Division Engineer

EGB:gb

RECEIVED
AUG 1955
OFFICE OF

CITY OF

MILTON-FREEWATER

City Manager Form Since 1948

Home of Light Water - Soon

OFFICE OF THE
CITY MANAGER

MILTON-FREEWATER, OREGON

Mr. A. P. Parsons
District Engineer
[illegible] Department
[illegible]

Dear Mr. Parsons:

[illegible]

Since [illegible] to be [illegible] we are [illegible] and Lands for [illegible].

[illegible]

Sincerely yours,

Robert L. Bunton

Robert L. Bunton
City Manager

By: Emerson

RECEIVED
AUG 12 1955
DIVISION OFFICE
LA GRANDE

RECEIVED
AUG 17 1955
FOR FILING

August 17, 1955

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4455 for paving on the Milton-Freewater (S.Main St. & S.E. 15th Ave.) City Streets Section in Umatilla County was completed by the contractor, Morrison & Lamping, on June 30, 1955 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $642.07 will be released to the contractor on or after August 27, 1955. The total contract amount is $15,583.56 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JUL 7 - 1955
FOR FILING

330-1709
4455

July 6, 1955

Morrison & Lamping
P. O. Box 557
Milton-Freewater
Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4447, covering the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Highway in Wallowa County, awarded May 26, 1955.

Contract No. 4455, for paving on the Milton-Freewater (S.Main St. & S.E. 15th Ave.) Sections in Umatilla County, awarded June 2, 1955.

Copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUL 7 - 1955
FOR FILING

330-1709
4455

July 6, 1955

Morrison & Lamping
P. O. Box 557
Milton-Freewater
Oregon

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Copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

330-1709

Form E-1—1056

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #4 Final

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 2, 19 55

Section Milton-Freewater(S. Main & S.E. 15th. St.) Kind of work Paving

Highway City Streets Section prefix 330-1709

Contractor Morrison & Lamping Contract number 4455

Date of contract June 2, 19 55 Date of completion August 31, 19 55

Date work started June 3, 19 55 Estimated date of completion June 30, 19 55

Project authorization . . . . . $ 17,624.25 Per cent of time elapsed 30.1 %

Exclusive of Engineering . . . . . $ 16,370.97

Estimated cost of completed project, exclusive of engineering . . . . . $ 15,403.60

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 1,253.28

Engineering cost to date $ 793.10, 63.3 % Date project was completed June 30, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished paving June 24 and shoulder rock June 28 and finished everything June 30 and the job was accepted and OK'd by the City Manager and Mayor.

NOTED
OSCAR CUTLER

NOTED
H. G. SMITH

RECEIVED
JUL 5 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed W. L. Hodges

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		.36			.36
Miles partially completed					
Miles completed		.36			.36
Total estimated quantities		1544			803
Estimated quantities moved or placed to date		1544			803
Average daily quantities		250			200
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		10			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....1...., Rollers ....1...., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., Trucks . . ....8...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Pt. cloudy		
Monday	Fair		
Tuesday	Cloudy-showers		
Wednesday	Fair		
Thursday	Cloudy-showers		
Friday	Cloudy-showers		
Saturday	Cloudy		

NOTED
V. R. JONES

June 7, 1955

NOTED
Harold C.

Mr. Robert L. Brunton
City Manager
Milton-Freewater, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

We acknowledge receipt of the City's check in the amount of $3,100 for the advance deposit on the Special City Allotment project on South Main Street and S. E. 15th Avenue. The contract for this paving project was awarded to Morrison and Lamping of Walla Walla, Washington on June 2, 1955.

Enclosed for the City's records is a copy of the contract and plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:[redacted]
Encl.

CITY OF
MILTON-FREEWATER

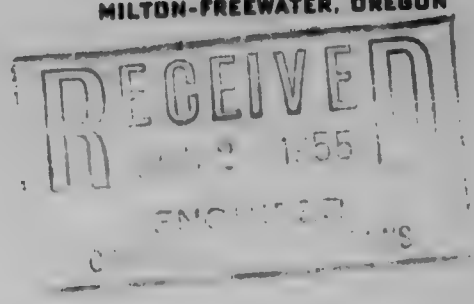
Council-Manager City Since 1938

Power - Light - Water - Sewer

OFFICE OF THE
CITY MANAGER

June 1, 1955

CITY HALL
MILTON-FREEWATER, OREGON



NOTED
J. W. CATTRALL

Mr. John W. Cattrall, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Enclosed is our check No. 11525 in the amount of $3,100.00 for the advance deposit on the paving work on South Main Street and S. E. 15th Avenue, in accordance with your letter of May 27, 1955.

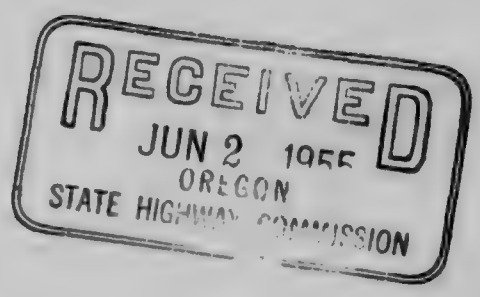
If there is any other information you need on this subject, please feel free to call on us.

Sincerely yours,

Robert L. Brunton

Robert L. Brunton
City Manager

RLB:w
Encl.



RECEIVED
JUN 7 1955
FOR FILING
230-1709
4455

June 6, 1955

Mr. Robert L. Brunton, City Recorder
City Hall
Milton-Freewater, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Milton-Freewater covering the Special City Allotment project on S. Main Street from S. E. 14th Avenue to S. E. 15th Avenue, and S. E. 15th Avenue from S. Main Street to the Walla Walla River Bridge in the City of Milton-Freewater.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUN 9 1955
FOR FILING
330-1.7
4455

Salem, Oregon
June 6, 1955

MISC. CONTRACTS and AGREEMENTS No. 1639

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached hereto is a conformed copy of an agreement with the City of Milton-Freewater covering the Special City Allotment project on S. Main Street in the City of Milton-Freewater.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Milton-Freewater.

Secretary

rn
Attach: 1

RECEIVED
JUN 10 1955
FOR FILING

230 - 1709
4455

June 2, 1955

NOTED
J. Mc C.

Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

Gentlemen:

The State Highway Commission on May 26, 1955 accepted your proposal for Milton-Freewater (South Main Street & S. E. 15th Avenue) Paving Project in Umatilla County for the sum of $15,666 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4455.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Prebert

RECEIVED
JUN 8 1955

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 2, 1955
3:05 p.m.

Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

Contract for Milton-Freewater (South Main Street & S.E. 15th Avenue) Paving Project, Umatilla County for which you submitted low bid on May 26, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaeyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

cc: W. C. Williams

RECEIVED
JUN 3 1955
FOR FILING

FORM E30—80M—10-54—79486

2-10-1104
4455

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1955

SUBJECT:

To: Mr. S. H. Probert
Office Engineer

NOTED
W. C. WILLIAMS

L

We have received this date Milton-Freewater's advance deposit of $3,100 in connection with the Special City Allotment project in that city.

This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

cc: W. C. Williams

1-25-55

ORDINANCE NO. 62

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF MILTON-FREEWATER, OREGON, AND THE STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF S. MAIN STREET FROM S. E. 14th AVENUE TO S. E. 15th AVENUE, AND S. E. 15th AVENUE FROM S. MAIN STREET TO THE WALLA WALLA RIVER BRIDGE, A DISTANCE OF APPROXIMATELY 0.36 MILE, AND DECLARING AN EMERGENCY.

BE IT ORDAINED BY THE COUNCIL OF MILTON-FREEWATER, OREGON AS FOLLOWS:

WHEREAS, the City of Milton-Freewater, Oregon, has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of ORS 366,800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of S. Main Street from S. E. 14th Avenue to S. E. 15th Avenue, and S. E. 15th Avenue from S. Main Street to the Walla Walla River Bridge, and

WHEREAS, in the form of agreement prepared by the State Highway Commission, a copy of which, marked "Exhibit A", is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, and the City of Milton-Freewater topay all cost in excess of said $15,000;

The City of Milton-Freewater does ordain as follows:

SECTION 1: That that certain form of agreement herein above referred to be entered into by the City of Milton-Freewater, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of S. Main Street and S. E. 15th Avenue, and is hereby approved and accepted as submitted.

SECTION 2: That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

SECTION 3: WHEREAS, it is necesszry that said improvements be made in the spring or summer of 1955 while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Milton-Freewater, Oregon, an emergency is declared to exist and this ordinance shall be in

full force and effect from and after its passage by the council and approval by the Mayor.

PASSED by the Common Council and approved by the Mayor this 25 day of April, 1955.

J. L. Yantis Mayor

ATTEST:

Robert L. Brunton City Recorder

FORM E-20 25M 8-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
March 14, 1955

SUBJECT:

RECEIVED
MAR 14 1955
ENGINEER

To: Mr. A. F. Persell
Division Engineer
Division V
LaGrande, Oregon

Dear Sir:

Reference is made to the S.E. Main St.-S.E. 15th Ave. Section of the Milton-Freewater City Streets.

Enclosed you will find 2 base design charts prepared from laboratory tests, numbers 357877 and 357878.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

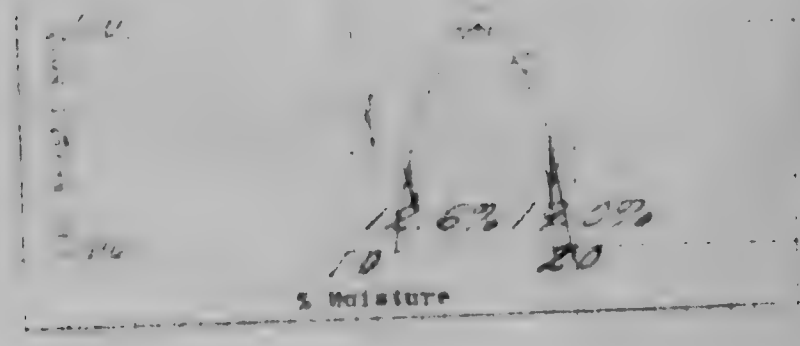
Very truly yours,

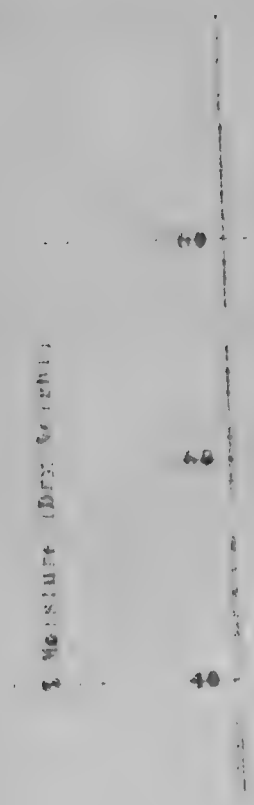
H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc W. S. Hodge
W. P. Milne
County & City Rel.

Dry 15.8 %
Plas Silt 3.5 %
Total 19.3 %





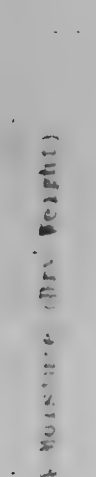
= 1' 8.2

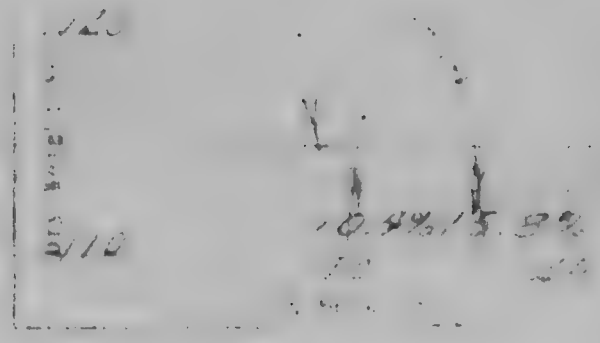
Soils Resistance Value "R"

Date Sheet No 433884
Lab. No 355203
LL 23
PI 10
Pass #10 Sieve 85 %
HYDROMETER ANALYSIS
Percentage Passing
0.02 mm 38.7 %
Coarse Sand 6.2 %
Fine Sand 17.2 %
Silt 29.7 %
Clay 7.7 %
pH 2.69
Material Moisture %

Sand & Gravel 2-4 Traffic 8.5
Minus Sand Reduction
Minus Wearing Surface 5.0
5.5
1.5
Plus 2½% Increase 3.0
Plus Wearing Surface
Total Base & Wear 10.0

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section S.E. Main St. - S.E. 13th Ave.
Map Milton - Freewater City Sht.
Station 5+50 S. Side Frazier St.
Depth
Gals. %
Oil Mix used
Profile No. 530.1411
County Umatilla
Date 3-14-55
Designed by N.





Data Sheet No. A33846

Lab No 35187E

LL 23

PI 0

Pass 200 Screen 24.9 %

HYDROMETER ANALYSIS

Particles Larger than

2.0 mm 50.2 %

Coarse Sand 12.2 %

Fine Sand 11.3 %

Silt 20.9 %

Clay 5.4 %

Sp 2.78

Subbase Polystyrene

NOTE

[illegible] soil is the recommended subgrade modulus for use in the [illegible] and other considerations of the [illegible] size modulus. For [illegible] distances, it will be necessary to consider the [illegible] of the pavement system. Be the possible reduction in [illegible] to the use of lower [illegible]

Base & Pave L-M 8.5

Minus Rock Reduction

Minus Wearing Surface 3.0

5.5

Plus 25% Increase 1.5

Plus Wearing Surface .2.0

Total Base & Wear .10.0

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Location S.E. Main St. - S.E. 15th Ave.

Hwy Milton - Freewater City Sts.

Station 17+50 S side Fraser St.

Depth

Note #

To be used

Profile No. 3303 (12.1)

Quality Unsuit. (L)

Date 3-14-56

Recommended by W.

CITY OF
MILTON-FREEWATER

Power - Light - Water - Sewer

OFFICE OF THE
CITY MANAGER

October 12, 1954

CITY HALL
MILTON-FREEWATER, OREGON

Mr. Harold C. Ayers, Field Engineer
County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Ayers:

We understand, according to your engineer's estimate, that the cost of resurfacing S. E. 15th Avenue under the $250,000. State Appropriation Act will cost $18,000. Also it is our understanding that the State will not pay any more than $15,000 for any one project.

The City of Milton-Freewater will, if its request for said paving is approved, pay to the State Highway Department a sum of money equal to the entire bid price in excess of $15,000. This money will be turned over to the State Highway Department as soon as required.

We wish to thank you for your help in previous projects and your consideration in this present project of the City of Milton-Freewater. If we can be of any further service, please feel free to call upon us.

Sincerely yours,

Robert L. Brunton

Robert L. Brunton
City Manager

RLB:w

RECEIVED
OCT 14 1954
ENGINEER

- 3 54

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Milton-Freewater is an incorporated city of the State of Oregon, and has a population of 3,851, as given by the latest official census, and

WHEREAS, the following streets of said city, S. E. 15th Avenue and South Main Street from Main Street to city limits, and Poplar Street - West Broadway from city limits to Ward Street

Form cc-50 (1953 Rev.)
Special City Allotment

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

S. E. 15th Avenue and South Main Street from Main Street to city limits and

Poplar Street - West Broadway from city limits to Ward Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Milton-Freewater does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate the City Manager as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of February, 1954.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Milton-Freewater at a regular or special meeting of said Council, held on the 8th day of February, 1954, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 10th day of February, 1954.

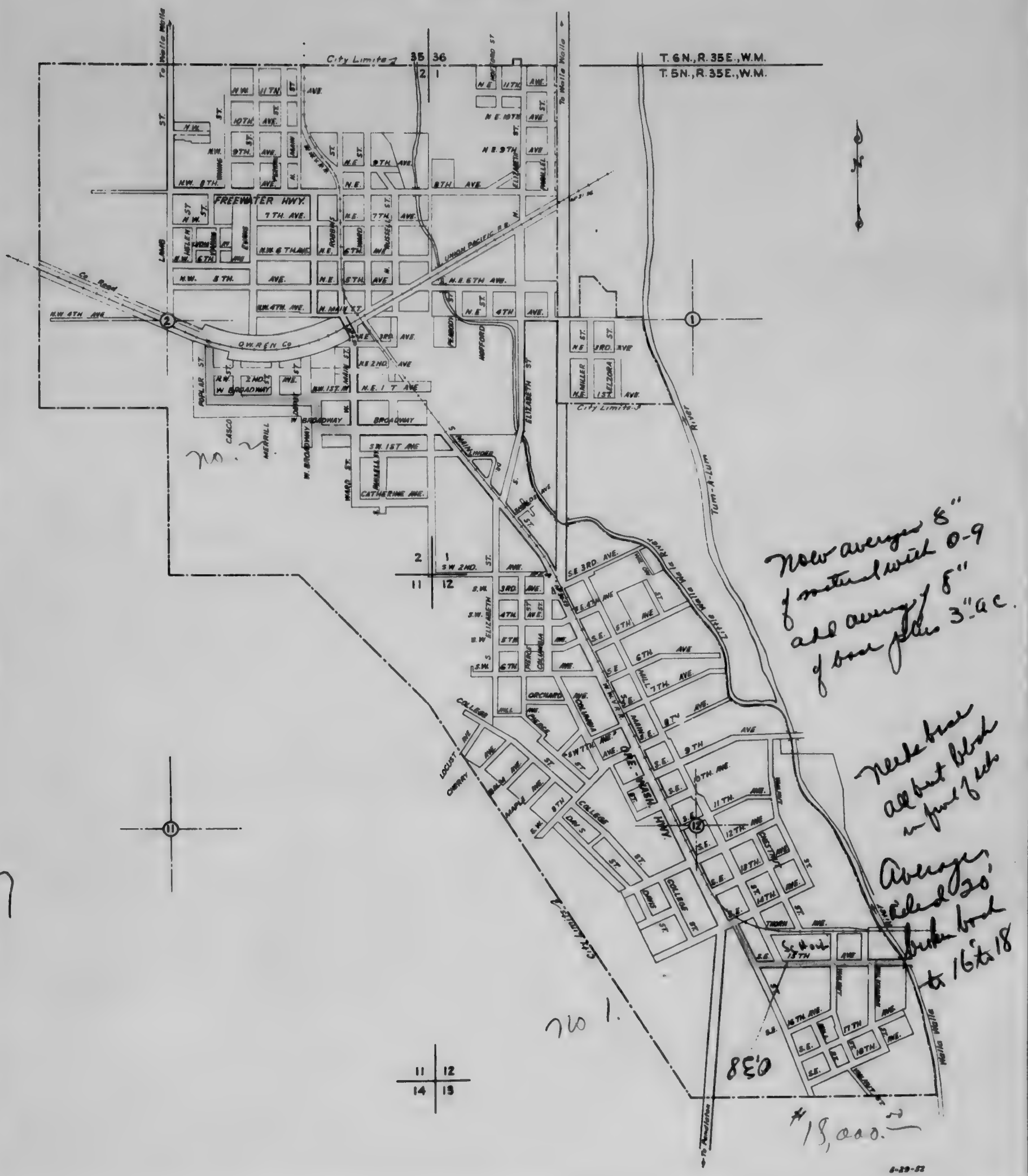
Robert S. Burton
City Recorder

MILTON - FREEWATER

Scale in Feet

0 600 1200 1800

UMATILLA COUNTY



Now average 8"
of water will 0-9
add average 6"
of sewer plus 3" a c.

Neck has
all but block
in front of lots

Average
added 20'
brick bowl
to 16 to 18

730 1.

838

#18,000.

8-29-52

S-185(1) Wagner Creek & Bear Creek Bridges. 1955

#4456

NOTED
V. R. JONES

October 25, 1956

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

Form A-150—1086—8-55

NOTED
J. F. HALLMANN

INVOICE

Oregon State Highway Department

SALEM, OREGON

Jackson County
Medford, Oregon

Contract 4456
S-1856(1)

Attn: County Court

RECEIVED
OCT 25 1956
ENGINEER
COUNTY

Invoice No. 48162

Date October 25, 1956

Your Req. No.

Billing Request No. 66-272

Credit distribution: 15-106-297

Final billing county's share total cost Wagner Creek and Bear Creek Bridges, FAS 593, covered by agreement dated May, 1955.

Original Advance Deposit	20,500.00	
Less: Amount previously transferred	16,000.00	
Balance Advance Deposit		4,500.00
County share of total cost as per attached	18,022.93	
Less: Amount previously transferred	16,000.00	
Balance		2,022.93
To be retained		$2,477.07

State Printing 8944

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

NOTED
V. R. JONES

October 25, 1956

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

Dear Sir:

Final costs are now available for the Wagner Creek and Bear Creek Bridges on FAS 593 and it has been determined that the agreed county share of these costs is $18,022.93 as shown in the attached cost statement. As the County initially deposited $20,500 a refund of $2,477.07 is due the county.

As per your request we are retaining this refund to apply against future FAS projects.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
J.F. HAGEMANN

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT

Completed: 12/31/55

ITEMIZED STATEMENT OF FINAL COSTS

County Jackson Contract No. 4456 Date 10/22/56

FAS 593 Section Wagner Creek and Bear Creek Bridges

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
WAGNER CREEK CULVERT				
1. Remove old bridge	[illegible]	$ [illegible]	[illegible]	$ [illegible]
2. Structural excavation	c.y.	[illegible]	[illegible]	[illegible]
3. Class A concrete	c.y.	[illegible]	87.47	4,8[illegible].85
4. Metal reinforcement	lb.	[illegible]	8,4[illegible]	2,0[illegible].[illegible]
BEAR CREEK BRIDGE NO. 79[illegible]				
5. Remove old bridge	all	[illegible]	[illegible]	[illegible]
6. Structural excavation	c.y.	8.50	3[illegible].6	2,476.60
7. Excavation below elevation shown	c.y.	--	None	--
8. Furnish steel piling	l.f.	4.88	1[illegible]	79[illegible].8[illegible]
9. Drive steel piling	each	[illegible]	8	[illegible]
10. Class A concrete	c.y.	[illegible].00	3[illegible].73	22,[illegible]3.30
11. Metal reinforcement	lb.	[illegible].1	8[illegible],2[illegible]	[illegible],822.56
BEAR CREEK BRIDGE NO. 79[illegible]				
12. Remove old bridge	all	[illegible].00	[illegible]	[illegible]
13. Structural excavation	c.y.	[illegible].[illegible]	18[illegible]	[illegible]
14. Excavation below elevation shown	c.y.	--	None	--
15. Furnish steel piling	l.f.	4.88	2[illegible]	[illegible],268.80
16. Drive steel piling	each	[illegible].00	12	[illegible]
17. Class A concrete	c.y.	60.00	479.38	28,7[illegible].80
18. Metal reinforcement	lb.	[illegible].11	102,[illegible]26	11,2[illegible]7.86
P&M 1. Cement adjustment	bbl.	4.14	[illegible].8	2[illegible].[illegible]2
			Subtotal.....	$[illegible],[illegible]5.28
			Construction Engineering.....	[illegible].[illegible]8
			TOTAL CONSTRUCTION COST.....	$94,213.86
			FEDERAL FUNDS COLLECTED FOR PROJECT.....	$[illegible],[illegible]8.00

AGREED COUNTY SHARE TOTAL COSTS

(90% of difference between tota. cost and federal funds)

($94,213.86 - 58,168) [illegible].2 = $3,[illegible]2.93

County Advance Deposit.....	$[illegible],[illegible].0
Less County Share Total.....	[illegible],[illegible]2.[illegible]
REFUND DUE JACKSON COUNTY..	$ 2,477.07

JFE:ms

RECEIVED
FEB 16 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 15, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
44,56	6-Final	Columbia Empire Constructors, Inc. & P. S. Lord Mechanical Contractors
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
2354	R-143212	$ 7,311.06 2/15/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to Dec. 31, 1955

Completion Date: Dec. 31, 1955

Date Accepted: Jan. 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-16-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
FEB 6 1956
FOR FILING

February 2, 1956

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4456 for work performed on the Wagner Creek Culvert and Bear Creek Bridges on the Valley View County Road in Jackson County was completed by the contractor, Columbia Empire Constructors, Inc. & P. S. Lord Mechanical Contractors, on December 31, 1955 and was formally accepted by the Highway Commission on January 26, 1956.

Final payment in the amount of $7,311.06 will be released to the contractor on or after February 13, 1956. The total contract amount is $90,365.28 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: St. Paul-Mercury Indemnity Co.
Commerce Investment, Inc.
Commerce Bldg.
Portland, Oregon

FAS _____ County _____ Contract No. _____

Section _____

Location _____

_____

FORM S-120 (5M) REVISED 5-

RECEIVED
NOV 23 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

4456

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 22, 1955

Columbia Empire Constructors, Inc. &
P. B. Lord Mechanical Contractors
4507 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from October 31, 1955 to December 31, 1955 within which to complete your contract No. 4456, for constructing the Wagner Creek Culvert and Bear Creek Bridges on the Valley View County Road in Jackson County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

P. M. Oakley,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
NOV 1 1955
FOR FILING

2-145(1)
445(

October 31, 1955

Request for extension of time
No. 30
November 3 and 4 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Wagner Creek Culvert
and Bear Creek Bridges
Contract No. 4456

Columbia Empire Constructors, Inc., and P. S. Lund Mechanical Contractors, who are the contractors on the Wagner Creek Culvert and Bear Creek Bridges in Jackson County, have requested an extension of time from October 31, 1955, to December 31, 1955, in which to complete the contract.

The contract stated that the detours would be constructed by Jackson County forces by June 1, 1955. Work was not completed on these detours until August of 1955.

As the delay was not the responsibility of the contractors, it is recommended that this extension be granted without penalty. This is a Federal Aid Secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHS/dp

Attached

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

1733

State Ore.
County Jackson
Project No. S-185(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT, made this 2nd day of Aug., 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 23rd day of March, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.086 miles of Bridge construction (Character of work)

between FA Route 3 at Talent and FA Route 3 near Ashland (Control points),

consisting of 0.000 miles of roadway and three (Number) bridges totaling 0.086 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of sixty-two thousand, two hundred and 00/100 dollars ($62,200.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred thousand, three hundred eighty-four and 24/100 dollars ($100,384.24).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By

Chairman, State Highway Commission

(Title)

By

Member, State Highway Commission

(Title)

By

Member, State Highway Commission

(Title)

COMMISSIONER OF PUBLIC ROADS

By

Division Engineer, Bureau of Public Roads

—33205

RECEIVED
AUG 2 1955
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-185 (1)

WAGNER CREEK AND BEAR CREEK BRIDGES ON THE

VALLEY VIEW ROAD IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Type Code X021
Bear Creek Bridge #7990 (Sta. 133+24 to Sta. 135+48)(Contract No. 4456)

270 cu. yds.	Structural Excavation	$ 8.00	$	2,160.00
10 cu. yds.	Structural Excavation Below Elevation Shown			250.00
170 lin. ft.	Furnish Steel Piling	25.00		829.60
8 only	Drive Steel Piles	4.88		400.00
400 cu. yds.	Class "A" Concrete	50.00		24,000.00
92,000 lbs.	Metal Reinforcement	60.00		10,120.00
All Required	Remove Old Bridge	0.11		1,000.00
			$	38,759.60

Type Code X020
Bear Creek Bridge #7991 (Sta. 50+29 to Sta. 52+33)(Contract No. 4456)

295 cu. yds.	Structural Excavation	$ 8.00	$	2,360.00
10 cu. yds.	Structural Excavation Below Elevation Shown			250.00
260 lin. ft.	Furnish Steel Piling	25.00		1,268.80
12 only	Drive Steel Piles	4.88		600.00
490 cu. yds.	Class "A" Concrete	50.00		29,400.00
88,000 lbs.	Metal Reinforcement	60.00		9,680.00
All Required	Remove Old Bridge	0.11		1,000.00
			$	44,558.80

Type Code X028
Wagner Creek Bridge (Sta. 144+44.5 to Sta. 144+69.5)(Contract No. 4456)

40 cu. yds.	Structural Excavation	$10.00	$	400.00
90 cu. yds.	Class "A" Concrete	55.00		4,950.00
19,000 lbs.	Metal Reinforcement	0.11		2,090.00
All Required	Remove Old Bridge			500.00
			$	7,940.00

Subtotal		$ 91,258.40
10% Engr. & Cont.		9,125.84
Total		$100,384.24

Length of 3 Structures 0.086 Mile

Federal Funds	$ 62,200.00
State Funds	19,092.12
County Funds	19,092.12
	$100,384.24

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds For Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Jackson County with the Highway Department.

RECEIVED
JUN 29 1955
FOR FILING

4456

June 29, 1955

Columbia Empire Constructors,Inc. &
P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4456, which was awarded to you by the State Highway Commission on June 3, for construction of the Wagner Creek Culvert and the Bear Creek Bridges on the Valley View County Road in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 9 1955
FOR FILING

Salem, Oregon
June 7, 1955

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Jackson County covering the Wagner and Bear Creek Bridges, FAS 593.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Jackson County.

Secretary

rn
Attach:

Form A-150-x10M—12-54

NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

Salem, Oregon

Jackson County
Medford, Oregon

Attn: County Court

593

Invoice No. 39169

Date June 6, 1955

Your Req. No.

Billing Request No. cc-161

Credit distribution: 515-1046-297

NOTED
J. F. HAGEMANN

Advance Deposit	20,500.00
Partial transfer county's share of total cost. Wagner & Bear Creek Bridges, county FAS project, covered by agreement dated May, 1955	
To be retained	16,000.00
	$ 4,500.00

RECEIVED
JUN 13 1955
ENGINEER

ACKNOWLEDGE[MENT] OF BILLING REQUEST

Cash Received with Request: $_____

By _____

JFH:

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 6, 1955

Mr. Paul Rynning
Jackson County Engineer
Court House
Medford, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Mr. Rynning:

This is to acknowledge receipt of an advance deposit of $20,500 in connection with the Wagner and Bear Creek bridges on FAS 593. Contract No. 4456 has been awarded to Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors, and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
JUN 6 1955
FOR FILING

5-18=(1)
4456

B

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1955

SUBJECT:

C
O
P
Y

To:
Mr. W. C. Williams
O F F I C E

L

We have received this date advance deposits from Deschutes and Jackson Counties in the amounts of $14,000 and $20,500 respectively. These deposits are in connection with the Deschutes County Roads Oiling Project on FAS 655, 657, 658, and 664 and the Wagner Creek and Bear Creek Bridges (3) on FAS 593 in Jackson County.

These projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

/s/ John F. Hagemann

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert
P. M. Stephenson

OFFICE OF THE
ENGINEER AND SURVEYOR

PAUL B. RYNNING
REGISTERED ENGINEER 708

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

June 1, 1955

NOTE!
J. P. HAGEMAN

Mr. John M. Cathrall
Engineer, County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cathrall:

I am herewith enclosing county warrant No. 936 in the amount of $20,500.00 covering Jackson County's share for the construction of Wagner and Bear Creek bridges on FAS 5??.

Very truly yours,

Paul B. Rynning
Paul B. Rynning
County Engineer

PBR:op
Enclosure

Jackson Co. Warrant no. 936
for $20,500.00 to County Rd
advance fund 6-3-55
ZBurney

RECEIVED
JUN 3 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 1 1955
ENGINEER
COUNTY RELATIONS

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 27, 1955

Mr. Paul Rynning
Jackson County Engineer
Court House
Medford, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Mr. Rynning:

On May 25th the Highway Commission received a satisfactory bid from Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors of Portland for construction of the Wagner and Bear Creek structures on FAS 593. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	
12-1/2% Engineering & Contingencies	$ 91,258.40 11,407.30
Estimated Total Cost.....	$102,665.70
Advance deposit of 20%	$ 20,500.00

Please make this deposit by means of a check or warrant in the amount of $20,500 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
JUN 10 1955
FOR FILING

June 3, 1955

Columbia Empire Constructors, Inc., and
P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie
Portland, Oregon

NOTED
J. Mc C.

Gentlemen:

The State Highway Commission on May 25, 1955 accepted your proposal for construction of Wagner Creek and Bear Creek Bridges on the Valley View Road near Talent in Jackson County for the sum of $94,258.40 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4456.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Prebert
P. M. Stephenson

Pacific Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Washington

Attention: Dorothy McCormack

RECEIVED
JUN 7 1955
FOR FILING

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM
DAY LETTER
NIGHT LETTER
$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Columbia Empire Constructors,
Inc., and P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie
Portland, Oregon

Salem, Oregon
June 3, 1955
11:22 a. m.

Contract for Wagner Creek and Bear Creek Bridges, Jackson County for which you submitted low bid on May 25, 1955 awarded you today. Contract forms follow shortly.

H. B. Gleleyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Accounting (5003-900)
Files
C. W. Head

RECEIVED
JUN 7 1955
FOR FILING

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Jackson County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Jackson County covering the Wagner and Bear Creek Bridges, FAS 593.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

NOTED
V. R. JONES

May 16, 1955

NOTED
Harold C. Ayers

Mr. Paul B. Rynning
Jackson County Engineer
Court House
Medford, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of executed documents covering construction of the Wagner Creek and Bear Creek bridges on FAS 593 in Jackson County.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:[redacted]

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. C.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER

JACKSON COUNTY

MEDFORD, OREGON

May 13, 1955

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

I am herewith returning the following documents concerning construction of bridges on FAS 593:

2 copies of agreement covering finances,

6 copies of maintenance agreement,

5 copies of encroachment resolution.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:op

Enclosures

RECEIVED
MAY 16 1955
ENGINEER
COUNTY ROADS

NOTED
Harold C. Ayers

NOTED
V. R. JONES

May 10, 1955

Mr. Paul Rynning
Jackson County Engineer
Court House
Medford, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Dear Sir:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Wagner Creek Culvert and two Bear Creek Bridges on FAS 593 upon which bids will be received on May 25th.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for all three structures including engineering and contingencies is $103,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than October 31, 1955.

If satisfactory, please have the County Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of the encroachment resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than May 19th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

cc-12(1955)

OREGON PROJECT B-185(1)
FAS 593

RESOLUTION

WHEREAS, a county road in Jackson County, State of Oregon, known as the Valley View County Road, is routed through the County of Jackson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jackson County, the section adopted for improvement being more particularly described as follows; to wit:

A double box culvert over Wagner Creek and two bridges over Bear Creek.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Jackson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jackson County, Oregon, that no encroachments will be permitted on the county road known as the Valley View County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jackson County, Oregon, this 17th day of May, 1955.

BY:

County Judge Rodney Keeling

County Commissioner [illegible]

County Commissioner Chester R. Mundt

ATTEST:

Bruth P. Hopkins
County Clerk

cc-12(1955)

RECEIVED
MAY 10 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
S-185(1)
1956

May 6, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Jackson Co.

Dear Sir:

The April 8, 1955 request for approval of individual project program change, Item 307, Project S-185(1), supplement No. 30, Federal-aid Secondary Highway Program, was approved April 19, 1955.

The character of proposed work will now show three bridges (length 253 feet), total cost $112,000, federal funds $67,200, State funds $22,400, County funds $22,400 and length 0.08 miles.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAY 9 19[illegible]
STATE HIGHWAY [illegible]MISSION

V. K. JONES NOTED Harold C. Ayer J. W. Cattrall

MEMO TO J. W. NASH
3/24/55

Bear Creek Bridges (2)
FAS Route 593

NOTED
J. W. CATTRALL

One of these two bridges over Bear Creek is located approximately 0.5 mile west of the junction of FAS 593 and FA Route 3 at Talent and the other is located approximately 0.1 mile north of the junction of FAS 593 and FA Route 3 approximately 0.5 mile northwest of Ashland. The existing structure near Talent is a 207-foot long pile trestle bridge with horizontal clearance of 19'-1". The existing structure near Ashland is a 208-foot long pile trestle bridge with a horizontal clearance of 21'-4". Both existing structures are constructed of untreated timber and have deteriorated to where they are no longer adequate for present traffic.

The proposed project is to construct a reinforced deck girder concrete bridge at the site near Talent and a series of reinforced concrete slab spans with concrete columns at the site near Ashland. Horizontal clearance of each structure will be 26 feet. The roadway approaches are to be constructed by Jackson County without Federal cooperation.

This route serves a highly developed, irrigated valley which produces fruit, feed and seed, and dairy products as well as being a connecting route between the cities of Talent and Ashland.

Jackson County
Bridge Lengths:
Talent Bridge = 224 feet
Ashland Bridge = 204 feet

Funds:

Federal	$ 63,000
State	21,000
County	21,000
Total:	$105,000

JFH:mm

December 23, 1954

NOTED
Harold C. Avers

Mr. Paul Rynning
Jackson County Engineer
Court House
Medford, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Rynning:

This is to advise that the B.P.R. has approved Jackson County's requested addition of FAS 593 (Valley View Road) to the FAS System. Please correct your maps showing the county FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. W. CATTRALL

ST #91

NOTED
V. R JONES

NOTED
J. W. CATTRALL

November 3, 1954

Jackson County Court
Court House
Medford, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved the addition of FAS 593 as requested by the County. This proposed addition to the County FAS System will now be submitted to the Bureau of Public Roads for approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

Fas 593
See ST #90

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 708
MEMBER A. A. E.
MEMBER P. E. C.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

NOTED
Harold C. Ayers

FAS 593
Jackson Co.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

September 24, 1954

Mr. John G. Cattrall, Engineer
County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

I am herewith returning, duly approved, one copy of map of county road proposed for addition to the FAS System.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:s
Enclosure.

RECEIVED
SEP 27 1954
ENGINEER
COUNTY & CITY RELATIONS

OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
5 0 5 1 1.5 2 Miles

1936
REVISED 1939

APPROVED 24 Sept 1954
COUNTY COURT OF ..... COUNTY
BY Colley Ekins
COUNTY JUDGE
M R Potter
COUNTY COMMISSIONER
L Q Risby Smallwood
COUNTY COMMISSIONER

Proposed FAS 593
4.5 Miles

PHOENIX
432 Pop

TALENT
381 Pop

ASHLAND
4744 Pop

To Oakland

To Sacramento

ROGUE RIVER NATIONAL FOREST

122°50'

122°40'

SHEET 4 OF 5 Polyconic Projection

APPROVED 24 Sept
COUNTY COURT OF
BY
COUNT
COUNT

PHOENIX
432 Pop

TALENT
381 Pop

Proposed F
4.3 Mi

T. 39 S.
T. 38 S.
R. 2 W.

Bear Creek
Coleman Creek
Anderson Creek
Yank Gulch
Arrastre Creek
Klondyke
To Oakland
To Sacramento
16
99
S.P.

ROGUE RIVER NATIONAL FOREST

122°30'

TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

LEGEND

- PRIMITIVE ROAD
- UNIMPROVED ROAD
- GRADED AND DRAINED ROAD
- SOIL SURFACED ROAD
- GRAVEL SURFACED ROAD
- BITUMINOUS SURFACED ROAD
- PAVED ROAD
- DRAWBRIDGE
- SUSPENSION BRIDGE
- BRIDGE ARCH
- BRIDGE TRUSS (W WOOD, S STEEL, G-GIRDER)
- FERRY (FF FREE FERRY, TF TOLL FERRY)
- FORD
- FARM UNIT (USED / NOT IN USE)
- DWELLING (OTHER THAN IN FARM)
- GROUPS OF DWELLINGS CLOSELY SPACED
- STORE OR SMALL BUSINESS ESTABLISHMENT
- TOWNHALL, GRANGE OR COMMUNITY HALL
- HOTEL
- CHURCH OR OTHER RELIGIOUS INSTITUTION
- SCHOOL OR OTHER EDUCATIONAL INSTITUTION
- CORRECTIONAL INSTITUTION
- HOSPITAL
- FACTORY OR OTHER INDUSTRIAL PLANT
- CAMP OR LODGE
- SUMMIT (WITH NAME)
- RADIO STATION
- POWER PLANT
- TANKS
- MINE QUARRY OF ANY KIND OR OPEN CUT
- FOREST SERVICE LOOKOUT OR GUARD STATION
- GAGING OR PUMPING STATION
- GOLF COURSE OR COUNTRY CLUB
- ATHLETIC FIELD OR AMUSEMENT PARK
- SMALL PARK (SP STATE, CP CO, MP MUNI)
- FAIRGROUNDS, RACE COURSE OR SPEEDWAY
- CEMETERY
- STATE CAPITAL
- COUNTY SEAT
- OTHER CITIES WITH POST OFFICE
- US — UNITED STATES HIGHWAY SYSTEM
- FA — FEDERAL AID HIGHWAY SYSTEM
- FAS — FEDERAL AID SECONDARY HIGHWAY SYSTEM
- 90 — STATE HIGHWAY SYSTEM
- RAILROAD ABOVE ROAD
- RAILROAD BELOW ROAD
- RAILROAD STATION
- DRAINAGE NATURAL STREAM
- DOCK, PIER OR LANDING
- IRRIGATION DITCH
- AIR LANES
- COMMERCIAL OR MUNICIPAL AIRPORT
- MARKED AUXILIARY LANDING FIELD
- EMERGENCY LANDING FIELD

122°30'

42°20'

T. 36 S.

T. 37 S.

R 2 W

R 1 W

CENTRAL POINT
5616 Pop.

MEDFORD
11281 Pop.

JACKSONVILLE
761 Pop.

To Portland

N G Rifle Range

Coker Butte

Logging

Willow Springs Creek

Griffin Creek

Jackson Creek

Bear Creek

Evans Creek

Roads and Bridges
3600

APPROVED
COUNTY COURT OF
BY

122°50'

122°40

R 1 W

T. 36 S.

T. 37 S.

WILLAMETTE MERIDIAN

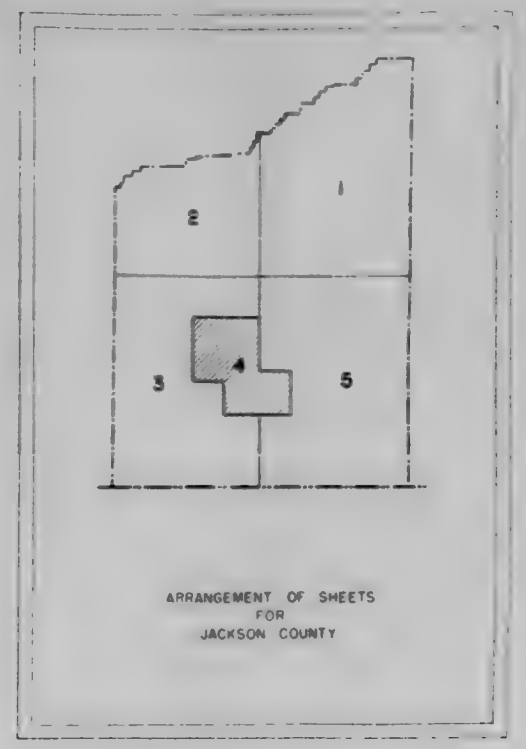
Coker Butte

Roxy Ann 3600'

Rifle Range

Creek

N



ARRANGEMENT OF SHEETS
FOR
JACKSON COUNTY

APPROVED 24 Sept 1954

COUNTY COURT OF JACKSON COUNTY

BY Rodney Elmore
COUNTY JUDGE

GENERAL HIGHWAY MAP

JACKSON COUNTY

OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE

NOTED
V. R. JONES

September 22, 1954

NOTED
Harold C. Ayers

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

NOTED
J. W. CATTRALL

Dear Mr. Rynning:

Enclosed are two copies of a map upon which the county road proposed for addition to the FAS System in shown in color. Please have the Court indicate its approval by signing in the space provided and returning one signed copy to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
J. F. HAGEMANN

J T #90

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. C.

181

NOTED
Harold C. Ayers

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

FAS 593
Jackson Co. 1

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

September 20, 1954

Mr. John G. Cattrall, Engineer
County & City Relations
Oregon State Highway Department
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Cattrall:

When Mr. Hagemann was here I requested that we add another section of road to our Federal Secondary System, lying on the East side of Bear Creek between Talent and Ashland. This road is called Valley View Road.

Mr. Hagemann suggested that I furnish some data regarding the territory served by this road. I am enclosing in duplicate copy of a letter from our County Agent, Mr. Tucker.

With this information, I think you will agree with me that this road should be placed upon the system. It can also be considered an access road to Highway 99.

Very truly yours,

Paul B. Rynning
County Engineer

PBR:s
Encl.

RECEIVED
SEP 22 1954
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
SEP 22 1954
OREGON
STATE HIGHWAY COMMISSION

Cooperative Extension Work
in
Agriculture and Home Economics
State of Oregon
Medford

Extension Service

September 14, 1954

Mr. Paul B. Rynning
County Engineer
Court House
Medford, Oregon

Dear Paul:

Here is a guestimate survey on the area Valleyview from Jackson Hot springs to Talent on the east side of Bear Creek.

Beginning at the intersection of Bear Creek and the approximate SW corner of Sect. 24, twp 38S, R1 West and continuing north on the section line to the NW corner of Sect. 1, twp 38S, r1W; thence east along section line to the NE corner of Sect. 5, twp 38S, R1E, thence South to the intersection of Bear Creek and the SE corner of Sect. 32, twp 38S, R1E, thence in a northwesterly direction along the N. boundary of Bear Creek to the point of beginning.

In this area there are approximately 4,760 acres of which about 3,500 acres is irrigated. In the Valleyview area there are approximately 550 acres in tree fruits. The Fern Valley section of this area (within the described area) has 300 acres. This makes a total of 850 acres. The yield is about 500 boxes of fruit per acre or 425,000 boxes of fruit.

If we should add the next section west of Fern Valley we would have 450 additional acres of tree fruit - most of this would use the road across Bear Creek.

In this same area there are 300 dairy cows, each producing some 900 lbs. of milk per year. There are about 1,000 beef cattle wintered in the area. The dairy cattle feed, both hay and grain is hauled in. The beef and sheep are wintered on home grown roughage to the extent of 40 lbs. per day per beef annual. (animal)

There are some 500 acres devoted to grain crops, yielding an average of 1 ton per acre. The farmers haul several tons of fertilizer and spray material annually.

This may give you some idea of the tonnage involved.

Very truly yours,

W. B. Tucker (Signed)
County Extension Agent

WBT:mv

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 788
MEMBER A. A. E.
MEMBER P. E. C.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER

JACKSON COUNTY

MEDFORD, OREGON

NOTED

November 5, 1954

NOTED
J. W. CATTRALL

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

NOTED
Harold C. Ayers

Dear Mr. Cattrall:

Re: FAS 593 Structures

Enclosed find vicinity maps for county bridges Nos. 21, 22 and 23 for use in bridge designs in these locations. Mr. Stephenson was in Medford yesterday, and I took him over these projects as well as over the proposed projects on FAS 287 and FAS 559. He, therefore, is familiar with what is required for the various structures.

The County Court would like to have the structures on FAS 593 placed upon the construction program for 1955. The county has cash available for its share of the cost.

Vicinity maps for projects on FAS 287 will be forwarded to you as soon as I have completed them.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

NOTED
J. F. HAGEMANN

PBR:op

cc: Mr. G. S. Paxson
Assistant State Highway Engineer

Vic. maps to
Br. Div.
11/9/54

RECEIVED
NOV 8 1954
ENGINEER
CO... CITY RELATIONS

NOTED
J. F. HAGEMANN

APPROVED BY HIGHWAY COMMISSION OCTOBER 28, 1954

RECEIVED
J. P. HACKMANN

JACKSON COUNTY
PROPOSED PROJECTS

FAS 287 - Quartz Creek Structure, $5,000. This structure is located approximately 6-1/2 miles west of Butte Falls on the Butte Falls County Road.

The proposed project is to construct a 26' roadway multiple box culvert or bridge, whichever is the cheaper.

FAS 287 - McNeil Creek Structure, $12,000. This structure is located approximately 6 miles west of Butte Falls on the Butte Falls County Road.

The proposed project is to construct a 26' roadway multiple box culvert or bridge, whichever is the cheaper.

FAS 559 - Little Applegate River Bridge, $20,000. This bridge is located approximately 2-3/4 miles south of Ruch on the Upper Applegate County Road.

The proposed project is to construct a 24' roadway R.C.D.G. span 55' in length on concrete abutments. The design would be similar to that for the Evans Creek Bridge (Bridge Drawing No. 11473) designed for Jackson County this year.

FAS 559 - Star Gulch Structure, $10,000. This structure is located approximately 6.4 miles south of Ruch on the Upper Applegate County Road.

The proposed project is to construct a 24' roadway multiple box culvert or bridge, whichever is cheaper.

FAS 593 - Wagner Creek Structure, $5,000. This structure is located approximately 0.3 mile east of Talent.

The proposed project is to construct a 26' roadway double box culvert.

FAS 593 - Bear Creek Bridge, $45,000. This bridge is located approximately 0.5 mile west of Talent on the Valley View County Road.

The proposed project is to construct a bridge having a 26' roadway approximately 200' in length. This structure is County Bridge No. 22.

FAS 593 - Bear Creek Bridge, $45,000. This bridge is located near the junction of the Valley View County Road and the Pacific Highway approximately 0.5 mile northwest of the northerly city limits of Ashland.

The proposed project is to construct a bridge having a 26' roadway approximately 200' in length. This structure is County Bridge No. 23.

NOTE: All of the above projects will be for the structures only, including removal of the existing bridges. Jackson County will furnish vicinity maps for all bridge locations, provide detours, and construct road approaches as required. It is suggested that the Bridge Division contact Mr. Paul Rynning, Jackson County Engineer, to work out design details.

8/31/54

S-196(1) Deschutes County Roads 1955
Oiling Project

#4457

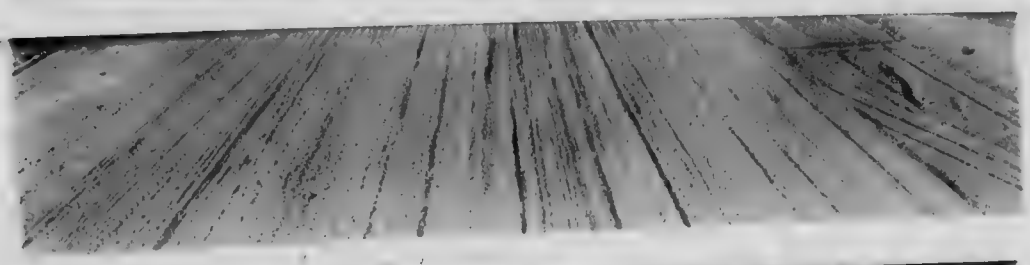
FAS 2[illegible] County [illegible] Contract No. 4457

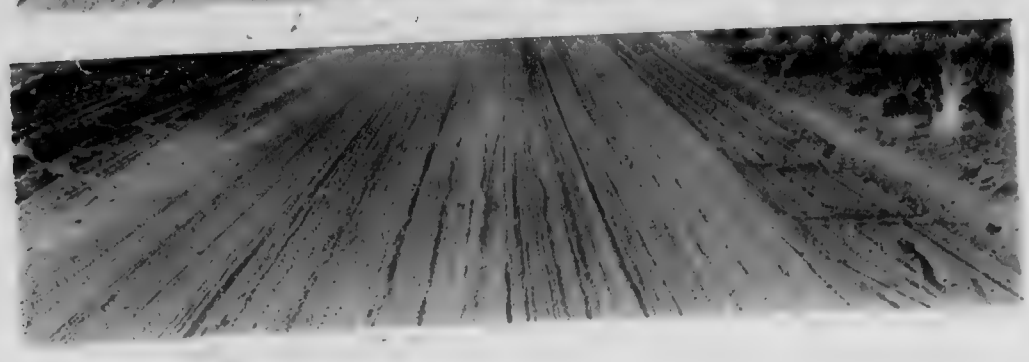
Section [illegible]

Location [illegible]

5 - 26

10 - 30 - 57





FAS

Sec

Loc

+1957

FA

Se

Lo

—

Form A-180—10M—6-55

NOTED
Harold C. Avers

INVOICE

Oregon State Highway Department

NOTED
J. W. CATTRALL

SALEM, OREGON

Contract 4457
1955 Oiling Project

Deschutes County
Bend, Oregon

Invoice No. 45266

Date May 24, 1956

Your Req. No.

Billing Request No. 56-236

Attn: County Court

Credit distribution: 509-1030-297

Final Oiling County's share total cost of Deschutes County Oiling Project, FAS 655, 656, 657, 658 and 664. Covered by agreement dated May, 1955.

Original Advance Deposit	15,000.00	
Less: Art. previously transferred	12,000.00	
Balance Advance Deposit		3,000.00
County share of total costs as per attached	13,099.79	
Less: Art. previously transferred	12,000.00	
Balance		1,099.79
To be refunded		$1,900.21

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

State Printing 86944

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

May 23, 1956

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs of the Deschutes County Oiling Project on FAS 655, 656, 657, 658, and 664 are now available and it has been determined that the agreed County share of these costs is $13,099.79 as shown in the attached cost statement. As the County initially deposited $15,000.00 a refund of $1,900.21 is due. This refund will be made by means of a check from our Accounting Division within the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:te
Att.

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Deschutes — Contract No. 4457 — Date 5/22/56

FAS 655,656,657 658, 664 — Section Deschutes County Oiling Project. Completed 9/1/55

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Preperation of base	mile	200.00	15.92	3,184.00
2. 1/2"-1/4" mat'l in binder course	c.y.	3.00	1,774	5,322.00
3. Furn. & place aggregates	c.y.	3.00	6,407	19,221.00
4. RC-3 asphalt	ton	41.00	284.44	11,867.04
5. 150-200 asphalt	"	39.00	620.01	24,180.39
6. Sprinkling	M/gal.	2.50	450	1,125.00
		Subtotal		$64,899.43
		Construction engineering		3,208.15
		Total construction costs		$68,107.58
		Federal funds collected for project		$41,908.00

AGREED COUNTY SHARE TOTAL COSTS

50% of difference between total costs and Federal funds
($68,107.58 - $41,908.) x 1/2 = $13,099.79

County advance deposit	$15,000.00
County share total costs	13,099.79
REFUND DUE DESCHUTES COUNTY	$ 1,900.21

RECEIVED
JAN 9 1956
FOR FILING

W. H. Black.

December 29, 1955

FINAL COST ANALYSIS

County Roads
Prefix: 509-1038

FAS #655-656-658-664 & Oiling
Contract No. 4457
Babler Bros., Inc., Contractor
A. A. Rossen, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Prep. of Base	15.92	mile	$200.00	$104.78	$ 1,668.16	$ 3,184.00
½"-¼" Mat. in Binder Course	1774	C.Y.	3.00	3.42	6,066.48	5,322.00
Furn. & Place Aggregates	6,407	C.Y.	3.00	2.48	15,864.79	19,221.00
RC-3 Asphalt	289.44	Tons	41.00	39.72	11,495.97	11,867.04
150-200 Asphalt	620.01	Tons	39.00	34.60	21,450.68	24,180.39
Sprinkling	450	M-Gals	2.50	2.14	963.88	1,125.00
					$ 57,109.96	$ 64,899.43

Gross Revenue	$ 64,899.43
Total Cost	57,109.96
Net Profit	$ 7,789.47

Net Profit equals 12% of Gross Revenue

NOTED
State Highway Engineer

Final Cost Analysis
Contract No. 4457

DETAIL OF COST

Labor:					
Labor				$ 7,388.32	
Labor Insurance				390.83	
Health & Welfare				121.18	
					$ 7,900.33
Materials:					
RC-3 Asphalt	289.44	Tons at	$ 25.75	7,453.08	
Freight on RC-3	289.44	Tons "	6.80	1,968.19	
150-200 Asphalt	620.01	Tons "	22.50	13,950.23	
Freight on 150-200	620.01	Tons "	6.80	4,216.07	
					$27,587.57
Equipment Rentals & Misc. Supplies:					
Equipment Rentals (owned)				4,892.00	
Hired Trucks (without operators)				2,391.99	
Gas, Oil & Grease				3,072.82	
PL & PD Insurance				82.75	
Small Tools & Misc. Supplies				314.90	
Bond				243.30	
Home Office & General Overhead				1,394.50	
					$12,392.26
Paid to Cinder Hill for Crushed Cinder Aggregates					9,229.80
TOTAL COST - - - - - - -					$57,109.96

Final Cost Analysis
Contract No. 4457

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 15.92 miles of oil mat wearing surface, Type O-11 and O-9 with Binder Course. This project covered five FAS Routes in Deschutes County. The project was bid May 25, 1955, and the project was completed September 2, 1955.

On June 15, 1955, the contractor moved in his oiling equipment, which consisted of 2 blades, 3 rollers, 2 - 1500 gal. distributors, 3 water trucks, skip loader, power broom, 6 - 6 cu.yds. trucks, (Co. owned) and 7 hired trucks.

Deschutes County did all the grading and the rock base on all 5 section. But on Unit A and Unit B they did not complete the two units in time for the contractor to complete all oiling at one time. This forced the contractor to move back later to finish Units A & B. Crushed Cinder Aggregates were purchased from Cinder Hill which is located west of M.P. 120.45 on The Dalles-California Highway.

By having a long haul on crushed materials (approximately 12 miles) and not enough hauling trucks while putting on the binder course, this item shows a small loss.

Good supervision and equipment, with good production allowed the contractor a nice profit from this project.

By - - K. T. Wechter

FAS____ County_____ Contract No.____

Section_____

Location_____

RECEIVED
OCT 27 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) October 25, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)		
S-1147(1)				
4457	Final	Babler Bros., Inc.		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)	
21297	B-134655	$ 1,266.48	10/25/55	

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: None

Completion Date: Sept. 1, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-26-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 28 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
OCT 14 1955
FOR FILING

4457

October 13, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. C. H. Burnett

Dear Sir:

State Highway Contract No. 4457 covering the Deschutes County Roads Oiling Project on Highway Nos. 655,656, 658,664 and 657 was completed by the contractor, Babler Bros.,Inc., on September 1 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $1,966.48 will be released to the contractor on or after October 24, 1955. The total contract amount is $64,899.43, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
SEP 29 1955
FOR FILING

-19- (1)
4457

September 29, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Babler Bros.,Inc. in connection with contract No. 4457, covering the Deschutes County Roads Oiling Project in Deschutes County.

This payment, in the amount of $33.342.38, will be released to the contractor on or after October 10, 1955. The retained percentage is $1,946.38.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

September 7, 1955

Deschutes County Court
Court House
Bend, Oregon

Gentlemen:

This is to advise you that work on Contract No. 4457, Deschutes County Roads oiling project on FAS 655, 656, 657, 658, and 664 was completed on September 1, 1955.

Under the terms of the maintenance agreement signed by the Court on May 4, 1955 and by the Highway Commission on May 25, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
SEP 7 1955
FOR FILING
S-1(1)
11457

September 6, 1955

NOTED
W. C. WILLIAMS

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 1, 1955 on Contract No. 11457, Deschutes County Roads Oiling Project in Deschutes County, in connection with Federal Aid Projects Nos. S-196(1), S-197(1), S-199(1), S-200(1), S-201(1).

Very truly yours,

H. H. Baldock
State Highway Engineer

By

E. W. Stiffler
Assistant State Highway Engineer

EWS:MB

cc: John Cottrell

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Deschutes County Oiling Project

Highway FAS.# 655,656,658,664 & 658

Contractor Babler Bros. Inc.

Date of contract ~~May~~ June ~~25~~ 3, 19 55

Date work started June 15, 1955

Amount of contract . . . . . $ 75,272.63

Estimated cost of completed project, exclusive of engineering . . . . . $ 64,879.33

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 3,000.00, 56.03 %

For Week Ending September 3, 19 55

Kind of work Oiling

Section prefix 509-1038

Contract number 4457

Date of completion September 30, 19 55

Estimated date of completion Sept 1, 19 55

Per cent of time elapsed 91/120 75.84 %

Date project was completed Sept. 1, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Oiling work on this project started on June 15 when preparation of the roadbed on F.A.S Routes 657,658 and 664 was begun. At that time the Deschutes County grading and surfacing forces had completed their work on these units.

The binder course on these units were completed by June 18 1955.

Placing of the 0-9 oil mat began on June 20 and was completed July 1.

During the period from early July until the middle of August Deschutes County forces continued grading and surfacing work on FAS route 655 and this unit was then ready for the specified oil mat. On August 22 oiling of this unit got underway . Placing of the Binder course on this unit and also the nearby Plainview Road FAS Route 655. Placing of the O-11 on Route 655 and the specified O-9 on Route 656 together with the final seal was completed on September 1 1955.

Final cleanup and smoothing of shoulders on September 2

Semi-final estimate and supporting data submitted to the Bend Division office Sept. 2. Division Engineer Swift inspected the project on September 1. Final report.

NOTED
OSCAR CUTLER

NOTED
FORREST C. SMITH

NOTED
FORREST C. OFFT

RECEIVED
SEP 6 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed A. A. Jones Resident Engineer

Address Box 151 Bend, Oregon

Send original and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
W. T. WRIGHT

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				15.92	
Miles partially completed					
Miles completed				15.92	
Total estimated quantities			Ashpalt Aggragate	909.55 8,173	
Estimated quantities moved or placed to date			Asphalt Aggr.	909.55 8,173	
Average daily quantities					
Average daily quantities necessary to complete project on time				Wed thru Friday Monday & Tuesday	
Number shifts per day				1 -1	
Hours per shift				12 -8	
Average force on project for week				24 -1	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men					23	1	24
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: ~~Shovels~~ Loader ....1...., Power graders .....1., Rollers .....2...., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., Trucks all Kinds 14 . Distr. 2 . . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday			
Tuesday	All		
Wednesday			
Thursday	Week		
Friday			
Saturday			

STATE PRINTING

1739

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oreg.-1
County Deschutes
Project No. S-196(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 2nd day of Aug., 19 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 4th day of May, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 4.471 miles of 2-lane intermediate type surfacing
(Character of work)

between FA Route 5 at Sisters and FA Route 5 near Cloverdale,
(Control points)

consisting of 4.471 miles of roadway and no (Number) bridges [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of sixteen thousand, three hundred and 00/100 dollars ($ 16,300.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is twenty-six thousand, four hundred forty-two and 90/100 dollars ($ 26,442.90).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

By _____
Chairman, State Highway Commission
(Title)

Attest

SECRETARY

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-196(1)

INDIAN FORD CREEK-CLOVERDALE SECTION

OF THE CAMP POLK ROAD IN DESCHUTES COUNTY.

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Tumalo Creek 5231
Roadway (Sta. 0+10 to Sta. 236+15)(Contract No. 1457)

4.47 miles	Preparation of Base	$200.00	$ 894.00
520 cu.yds.	½" - ¼" Material in Binder Course	3.00	1,560.00
2,700 cu.yds.	Furnishing & Placing Aggregate	3.00	8,100.00
85 tons	RC-3 Asphalt	41.00	3,485.00
250 tons	150-200 Asphalt	39.00	9,750.00
100 M-gals.	Sprinkling	2.50	250.00
	Subtotal		$ 24,039.00
	10% Engr. & Cont.		2,403.90
	Total		$ 26,442.90

Length of Roadway 4.471 miles
Cost of Roadway per mile $5,914.31

Federal Funds- - - -

174

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oreg.
County Deschutes
Project No. S-197(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 2nd day of August, 19 55, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 4th day of May, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 3.486 miles of two-lane low type surfacing
(Character of work)

between FAS 319, approximately 4 miles southeast of Sisters and FAS 319, approximately 6 miles southeast of Sisters,
(Control points)

consisting of 3.486 miles of roadway and no bridges [illegible] miles in length.
(Number)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eight thousand, four hundred and 00/100 dollars ($ 8,400.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is fourteen thousand, three hundred ninety-six and 80/100 dollars ($ 14,396.80).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title)

By Chas H Reynolds

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By

Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-197(1)

PLAINVIEW SECTION

OF THE PLAINVIEW ROAD IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Type Code 3210
Roadway (Sta. 0+10 to Sta. 184+14)(Contract No. 4457)

3.49 miles	Preparation of Base	$200.00	$ 698.00
405 cu.yds.	½" - ¼" Material in Binder Course	3.00	1,215.00
1,210 cu.yds.	Furnishing and Placing Aggregates	3.00	3,630.00
65 tons	RC-3 Asphalt	41.00	2,665.00
120 tons	150-200 Asphalt	39.00	4,680.00
80 M-gal.	Sprinkling	2.50	200.00
			$ 13,088.00
	Subtotal		
	10% Engr. & Cont.		1,308.80
	Total		$ 14,396.80

Length of Roadway 3.406 miles
Cost of Roadway per mile $4,129.89

Federal Funds	$ 8,400.00
State Funds	2,800.00
County Funds	3,196.80
	$ 14,396.80

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Deschutes
Project No. S-199(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 2nd day of August, 1955, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 4th day of May, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.780 miles of 2-lane low type surfacing (Character of work)

between FAS 658 and FA Route 5, approximately 0.5 miles west of Redmond, (Control points),

consisting of 1.780 miles of roadway and no (Number) bridges, totaling _____ miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of four thousand, four hundred and 00/100 dollars ($ 4,400.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is seven thousand, one hundred sixty-seven and 60/100 dollars ($ 7,167.60).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

By _____
Chairman, State Highway Commission
(Title)

Attest _____
SECRETARY

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

RECEIVED
AUG 2 1955
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-199(1)

EAST UNIT, CLYDE FALLS-REDMOND JUNCTION

OF THE ATKINSON AND BUSTON ROADS IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Type Code 3210
Roadway (Sta. 0+00 to Sta. 93+97)(Contract No. 4457)

1.78 miles	Preparation of Base	$200.00	$	356.00
210 cu.yd.	½" - ¼" Material in Binder Course	3.00		630.00
620 cu.yd.	Furnishing and Placing Aggregates	3.00		1,860.00
30 tons	MC-3 Asphalt	41.00		1,230.00
60 tons	150-200 Asphalt	39.00		2,340.00
40 M-gal.	Sprinkling	2.50		100.00
	Subtotal		$	6,516.00
	10% Engr. & Cont.			651.60
	Total		$	7,167.60

Length of Roadway 1.780 miles
Cost of Roadway per mile $4,025.74

Federal Funds- -	$ 4,400.00
State Funds- -	1,383.80
County Funds -	1,383.80
	$ 7,167.60

State Funds for Constr: Chap. 173, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
Funds for Maint: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

1748

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Deschutes
Project No. S-201(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT, made this 2nd day of August, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 4th day of May, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.004 miles of 2-lane low type surfacing
(Character of work)

between FAS 658 approximately 1.5 miles west of Terrebonne and FA Route 4 approximately 0.5 mile south of Terrebonne (Control points),

consisting of 1.004 miles of roadway and no (Number) bridges ~~locating ____ miles in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of two thousand, four hundred and 00/100 dollars ($2,400.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is four thousand, two hundred thirteen and 00/100 dollars ($4,213.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

By
Chairman, State Highway Commission
(Title)

Attest
SECRETARY

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—33205

AUG 23 1955

Oregon State Highway Department

Federal Aid Secondary
Project No. S-201 (1)

N. W. MARKET ROAD-HALL ROAD SECTION OF THE

OLD LOWER BRIDGE ROAD IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Type Code 3210
Roadway (Sta. 0+10 to Sta. 53+09)(Contract No. 4467)

1.00 mile	Preparation of Base	$200.00	$ 200.00
115 cu. yd.	¼" - ¾" Material in Binder Course	3.00	345.00
350 cu. yd.	Furnishing and Placing Aggregates	3.00	1,050.00
20 tons	RC-3 Asphalt	41.00	820.00
35 tons	150-200 Asphalt	39.00	1,365.00
20 M-gal.	Sprinkling	2.50	50.00
	Subtotal		$3,830.00
	10% Engr. & Cont.		383.00
	Total		$4,213.00

Length of Roadway 1.004 Mile
Cost of Roadway Per Mile $4,196.21

Federal Funds	$2,400.00
State Funds	800.00
County Funds	1,013.00
	$4,213.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds For Maint.: Chap. 529.

Note: Necessary Funds have been deposited by Deschutes County with the Highway Commission.

1742

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Deschutes
Project No. S-200(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 2nd day of August, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 4th day of May, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 5.175 miles of 2-lane low type surfacing
(Character of work)

between FAS 395 and FA Route 5, approximately 2 miles west of Redmond
(Control points)

consisting of 5.175 miles of roadway and no (Number) bridges totaling ~~xxxxxxxxxxxxxxxxxxxx~~ ~~xxxx~~ miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirteen thousand, two hundred and 00/100 dollars ($13,200.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is twenty-one thousand, three hundred seventy-nine and 60/100 dollars ($21,379.60).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

By _____
Chairman, State Highway Commission
(Title)

Attest

SECRETARY

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

RECEIVED
AUG 2 1955
DIVISION 6

Oregon State Highway Department

Federal Aid Secondary
Project No. S-200(1)

NEW ROAD-FRANK ROAD SECTION

OF THE H. W. MARKET AND HELMHOLTZ ROADS IN DESCHUTES COUNTY.

(Estimate as a basis for project agreement. Based on low bid prices.)

Type Code 3210
Roadway (Sta. 51+38 to Sta. 324+93)(Cont. #4457)

Salem, Oregon, June 21, 1955

5.18 miles	Preparation of Base	$200.00	$	1,036.00
600 cu.yd.	½" - ¼" Material in Binder Course	3.00		1,800.00
1,800 cu.yd.	Furnishing and Placing Aggregates	3.00		5,400.00
100 tons	RC-3 Asphalt	41.00		4,100.00
175 tons	150-200 Asphalt	39.00		6,825.00
110 M-gal.	Sprinkling	2.50		275.00
	Subtotal		$	19,436.00
	10% Engr. & Cont.			1,943.60
	Total		$	21,379.60

Length of Roadway 5.175 miles
Cost of Roadway per mile $4,131.32

Federal Funds- -	$ 13,200.00
State Funds- -	$ 4,089.80
County Funds -	$ 4,089.80
	$ 21,379.60

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

FAS [illegible] County [illegible] Contract No. [illegible]

Section [illegible]

Location [illegible]

[illegible]

RECEIVED
JUN 28 1955
FOR FILING

S-1761
4457

June 27, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4457, which was awarded to you on May 25 by the State Highway Commission, covering the Deschutes County Roads Oiling Project on FAS Routes Nos. 655, 656, 658, 664 and 657 in Deschutes County.

A copy of this contract is also being sent to the Surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 24 1955
FOR FILING

S-196(1)
4457

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1955

SUBJECT:

To: Mr. W. E. Chandler
Division Engineer
State Highway Department
P. O. Box 151
Bend, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Babler Brothers and Leroy E. Grote, covering the furnishing only of Items 2 and 3, on the Deschutes County Roads Oiling Contract No. 4457, Oregon S-196 (1), 197 (1), 199 (1), 200 (1) and 201 (1), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:cf

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
JUN 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1955
FOR FILING

S-196 (1)

4457

June 20, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 15, 1955, on Contract No. 4457, Deschutes County Roads Oiling Project Section, in Deschutes County, in connection with Federal Aid Project No. S-196 (1), S-197 (1), S-199 (1), S-200 (1) and S-201 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:ia

NOTED
J. W. CATTRALL

June 7, 1955

NOTED
V. R. JONES

Deschutes County Court
Court House
Bend, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Enclosed are one copy each of five encroachment resolutions covering the oiling contract on FAS roads 655, 656, 657, 658, and 664. These resolutions are for the County's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Encl.

NOTED
J. F. HAGEMANN

NOTED
R. JONES

Form A-150—10M—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Ayer

Deschutes County
Bend, Oregon

Attn: County Court

NOTED

Invoice No. 39470

Date June 6, 1955

Your Req. No.

Billing Request No. cc-160

Credit distribution: 509-1038-897

NOTED
J. F. HAGEMANN

Advance Deposit	
Partial transfer county's share total cost. Deschutes County roads oiling, County FAS project, covered by agreement dated May, 1955	15,000.00
To be retained	12,000.00
	$ 3,000.00

RECEIVED
JUN 8 1955
ENGINEER
RELATIONS

JFH:

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 6, 1955

Deschutes County Court
Court House
Bend, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

This is to acknowledge receipt of an advance deposit of $15,000 in connection with the Deschutes County Roads oiling project on FAS 655, 656, 657, 658, and 664. Contract No. 4457 has been awarded to Babler Bros., Inc., and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
JUN 7 1955
FOR FILING

4451

June 6, 1955

County Court of Deschutes County
Court House
Bend, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Deschutes County one fully executed copy of a Finance Agreement and 1 fully executed copy each of Maintenance Agreements covering Old Lower Bridge Road, Camp Polk Road, Plainview Road, N. W. Market & Helmholtz Roads and the Atkinson & Euston Roads.

Very truly yours

OREGON STATE HIGHW Y COMMISSION

Secretary

rn
Enc. 6

RECEIVED
JUN 9 1955
FOR FILING

S-196(1)
4457

37,238
239+240
93

Salem, Oregon
June 6, 1955

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies each of Maintenance Agreements and one only, conformed copy of Finance Agreement covering the Atkinson & Euston Roads, N. W. Market & Helmholtz Roads, Plainview Road, Camp Polk Road, and the Old Lower Bridge Road.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and a fully executed copy of each has been sent to the County Court of Deschutes County.

Secretary

rn
Attach

RECEIVED
JUN 10 1955
FOR FILING

4457

June 3, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on May 25, 1955 accepted your proposal for Deschutes County Roads Oiling Project on five county roads in the vicinity of Redmond, Sisters and Bend in Deschutes County for the sum of $66,909 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4457.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

smm

cc: R. G. Savage, SIAC
H. G. Smith
S. H. Probert

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 3, 1955
4:15 p.m.

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Contract for Deschutes County Roads Oiling project for which you submitted low bid on May 25, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaeyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Hegd

These projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert
P. M. Stephenson

RECEIVED
JUN 3 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 6 1955
FOR FILING
S-196(1)
FORM E30—50M—10-54
4457

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1955

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

NOTED
W. C. WILLIAMS

We have received this date advance deposits from Deschutes and Jackson Counties in the amounts of $15,000 and $20,500 respectively. These deposits are in connection with the Deschutes County Roads Oiling Project on FAS 655, 656, 657, 658, and 664 and the Wagner Creek and Bear Creek Bridges (3) on FAS 593 in Jackson County.

These projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert
P. M. Stephenson

RECEIVED
JUN 3 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
NOTED V. R. JONES
Harold C. Ayers

NOTED
J. F. HAGEMANN

May 27, 1955

Deschutes County Court
Court House
Bend, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

On May 25th the Highway Commission received a satisfactory bid from Babler Bros. of Portland for constructing the Deschutes County Roads oiling project on FAS 655, 656, 657, 658, and 664. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$66,909.00
12-1/2% Engineering & Contingencies	8,363.63
Estimated Total Cost.....	$75,272.63
Advance Deposit of 20%	$15,000.00

Please make this deposit by means of a check or warrant in the amount of $15,000 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

May 10, 1955

NOTED
J. W. CATTRALL

Deschutes County Court
Court House
Bend, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies each of five maintenance agreements, six copies each of five encroachment resolutions, and a set of plans and specifications in connection with the Deschutes County FAS Oiling Project on FAS 655, 656, 658, 664, and 657 upon which bids will be received on May 25th.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The estimated total cost including engineering and contingencies for oiling all five FAS routes is $86,800; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than September 30, 1955.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of each resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than May 19th.

Very truly yours,

NOTED
J. F. HAGEMANN

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
Harold C. Ayers

Salem, Oregon
March 31, 1955

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

Mr. H. G. Smith
Construction Engineer

The field data for the Deschutes County FAS oiling project has been examined and the following comments are offered:

1. All required shoulder rock will be placed by Deschutes County.

2. The one mile section east of Terrebonne extending from Station 0+00 to 53+09 which is referred to in the field data as the east leg of FAS 658 is actually FAS 664 and should be referred to as a separate unit. This would result in the following units:

   Unit A - Indian Ford Creek-Cloverdale Section, 4.47 miles.
   Camp Polk County Road, FAS 655.
   Unit B - Plainview Section, 3.49 miles.
   Plainview County Road, FAS 656.
   Unit C - Eby Road-Franks Road Section, 5.18 miles.
   N. W. Market Road and Helmholtz County Road, FAS 658.
   Unit D - East Unit, Cline Falls-Redmond Junction Section, 1.78 miles.
   Atkinson and Euston County Roads. FAS 657.
   Unit E - N. W. Market Road [redacted] Hall Road Section, 1.00 mile.
   Old Lower Bridge County Road, FAS 664.

   The above county road names are official. The section titles of Units C and D have been revised from that shown in the field data. It might be desirable to change the unit designations of FAS 657 and 664 to Units E and D respectively.

3. These roads all carry a low traffic volume, being almost entirely local service routes serving abutting farm property only. The 1954 A.D.T. for these routes is as follows:

   FAS 655 - 60
   FAS 656 - 25
   FAS 657 - 90
   FAS 658 - 50
   FAS 664 - 50 ✓

4. In all instances where right of way boundaries are not indicated by lines on the plan map the widths are given under the map title on the plan map.

It would be appreciated if you would advise this office of the estimated total cost after the quantities and unit prices have been reviewed.

John W. Cattrall
Engineer, County and City Relations

By: John F. Hagemann
Assistant Engineer

JFH:mm
cc: V. G. O'Neil
Frank Hall

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
3/24/55

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

Indian Ford Creek-Cloverdale Section
FAS Route 655

This project extends from the end of the existing oil mat wearing surface near Indian Ford Creek, easterly and southerly to FA Route 5 approximately 2 miles west of Cloverdale. The existing road has been reconstructed by Deschutes County through the base and leveling course and to a satisfactory grade and alignment.

The proposed project is to construct a type O-11 oil mat wearing surface 20 feet in width with 1-1/2 to 2-foot shoulders. The shoulder rock will be placed by Deschutes County without Federal cooperation.

This road serves an irrigated farming area producing potatoes, feed, and cattle. It also serves as an outlet for the timbered area north of Sisters.

Deschutes County
Miles: 4.5

Funds:

Federal	$16,800
State	5,600
County	5,600
Total:	$28,000

JFH:mm

NOTED
V. R. JONES

MEMO TO J. W. NASH
3/24/55

NOTED
Harold C. Ayers

Plainview Section
FAS Route 656

This project covers the entire length of FAS 656 extending from FAS 319 approximately 4 miles southeast of Sisters, southerly and easterly to FAS 319 approximately 6 miles southeast of Sisters. The existing road has been reconstructed by Deschutes County through the base and leveling course and to a satisfactory grade and alignment.

The proposed project is to construct a type O-9 oil mat wearing surface 20 feet in width with 1-foot shoulders. The shoulder rock will be placed by Deschutes County without Federal cooperation.

This road serves an irrigated farming area producing potatoes, feed, and cattle.

Deschutes County
Miles: 3.5

Funds:

Federal	$ 8,400
State	2,800
County	2,800
Total:	$14,000

NOTED
J. W. CATTRALL

JFH:mm

NOTED
Harold C. A[illegible]

NOTED
J. W. CATTRALL

MEMO TO J. W. NASH
3/24/55

East Unit, Cline Falls-Redmond Junction Section
FAS Route 657

NOTED
V. R. JONES

This project extends from a county road junction approximately 1.5 miles southeast of Cline Falls, easterly and northerly to FA Route 5 approximately 0.5 mile west of the west city limits of Redmond. The existing road has been reconstructed by Deschutes County through the base and leveling course and to a satisfactory grade and alignment.

The proposed project is to construct a type O-9 oil mat wearing surface 20 feet in width with 1-foot shoulders. The shoulder rock will be placed by Deschutes County without Federal cooperation.

This road serves a section of the highly developed, irrigated farming area west of Prineville.

Deschutes County
Miles: 1.8

Funds:

Federal	$4,800
State	1,600
County	1,600
Total:	$8,000

JFH:mm

MEMO TO J. W. NASH
3/24/55

Eby Road-Franks Road Section
FAS Route 658

This project extends from a county road junction approximately 1 mile south of FAS 395, southerly to the existing oil mat wearing surface at the junction with FAS 657. The existing road has been reconstructed by Deschutes County through the base and leveling course and to a satisfactory grade and alignment.

The proposed project is to construct a type O-9 oil mat wearing surface 20 feet in width with 1-foot shoulders. The shoulder rock will be placed by Deschutes County without Federal cooperation.

This road serves the highly developed, irrigated farming area northwest of Redmond.

Deschutes County
Miles: 5.2

Funds:

Federal	$13,200
State	4,400
County	4,400
Total:	$22,000

JFH:mm

NOTED
V. R. JONES

NOTED
Harold

Memo to J. W. Nash
3/31/55

N. W. Market Road-Hall Road Section
FAS Route 664

This project extends from FAS 658, easterly to a county road junction approximately 0.5 mile southwest of Terrebonne. The existing road has been reconstructed by Deschutes County through the base and leveling course to a satisfactory grade and alignment.

The proposed project is to construct a type O-9 oil mat wearing surface 20 feet in width with 1-foot shoulders. The shoulder rock will be placed by Deschutes County without Federal cooperation.

This road is a school bus and mail route and serves a section of irrigated farming area.

Deschutes County
1 mile.

Funds:

Federal	$2,400
State	800
County	800
Total...	$4,000

NOTED
J. F. HALL

JFH:mm

FORM E-128 80M REVISED 2-55

NOT V. R. JONES

NOTE Harold C. A

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 29, 1955

IN REPLY PLEASE REFER TO

RECEIVED
MAR 29 1955
ENGINEER
RELATIONS

Oregon State Highway Commission

NOTED
J. W. CATTRALL

Gentlemen:

At the October meeting you approved a county federal-aid project on the Terrebonne Junction-Franks Road Section in Deschutes County. The County Court has now requested a slight modification of the proposed project, in that the northerly one mile of FAS 658 be deleted from the improvement and the westerly one-mile section of FAS 664 be added. (Map is attached.)

The Court explains that on the portion it now asks be deleted no school busses operate, and there are no abutting residences. On the section the Court wishes added in lieu thereof there is a school bus operating, and there are five abutting residences.

I recommend your approval of the County's request.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maisen
Mr. J. W. Cattrall

NOTED
J. F. HAGELMANN

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

Salem, Oregon
March 23, 1955

Mr. W. C. Williams
O F F I C E

J. F. HAGEMANN

Deschutes County has requested that the northerly one mile of the Terrebonne Junction-Franks Road Section of FAS 658 be deleted from the county FAS project and that the westerly one mile section of FAS 664 be added. The Terrebonne-Franks Road project was approved by the Highway Commission on October 28, 1954, and is to consist of oiling only, with the county doing the grading and placing the base rock. The proposed project would be the same and merely substitute one mile of road on FAS 664 for one mile of road of FAS 658 with no change in total funds.

The reason for this request is that, after further study by the county, it was determined that the northerly one mile section of FAS 658 is not used as a school bus route nor are there any abutting residences. The westerly one mile section of FAS 664 is a school bus route and has five abutting residences. In view of this information the county has elected not to improve the one mile section of FAS 658 beyond a gravel surface and has requested the above substitution. The balance of FAS 664 is already oiled.

Attached are seven copies of a map showing the proposed project revision in color.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
Att.

See 72658

R. 12 E. JEFFERSON COUNTY R. 13 E.

To The Dalles

CROOKED RIVER

Smith Rock

1 Mile Section FAS 658 proposed for deletion from FAS project.

1 Mile Section FAS 658 proposed for deletion from FAS project.

Balance of project FAS 658 No Change

Deep Canyon

T 14 S

TERREBONNE

PRINEVILLE JCT

CROOK COUNTY

301 FA 28 371

DESCHUTES RIVER

REDMOND 1876 Pop

CLINE FALLS

FA

521

FA 767

To Prineville

T 13 S

Cline Buttes

DESCHUTES

NORTHERN

GREAT

97

T 16 S

Long Butte

FA

DESCHUTES

TUMALO

T 15 S

R 14 E.

54

DESCHUTES TRUNK

T 17 S.

Awbrey Butte

SP

N

FORM S-123 500M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 10, 1955

IN REPLY PLEASE REFER TO

County Court of Deschutes County
Courthouse
Bend, Oregon

NOTED
J. W. CATTRALL

NOTED
J.F. [illegible]NN

NOTED

FAS 664

Gentlemen:

The State Highway Commission at its meeting on March 2, 1955, discussed your request for an addition to the County FAS System of a one and one-half mile section of road connecting FAS No. 658 with The Dalles-California Highway immediately south of Terrebonne.

You will be pleased to know that the Commission approved such designation. It will be known as FAS No. 664.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: John W. Cattrall

RECEIVED
MAR 11 8:55

FAS 664
ST #94

March 8, 1955

NOTED
J. W. CATTRALL

Deschutes County Court
Court House
Bend, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

On March 2nd the Highway Commission approved the addition of FAS 664 (Old Lower Bridge County Road) to the FAS System and this matter has been submitted to the Bureau of Public Roads for approval. Upon receipt of this approval the revisions in the oiling project you requested will be made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

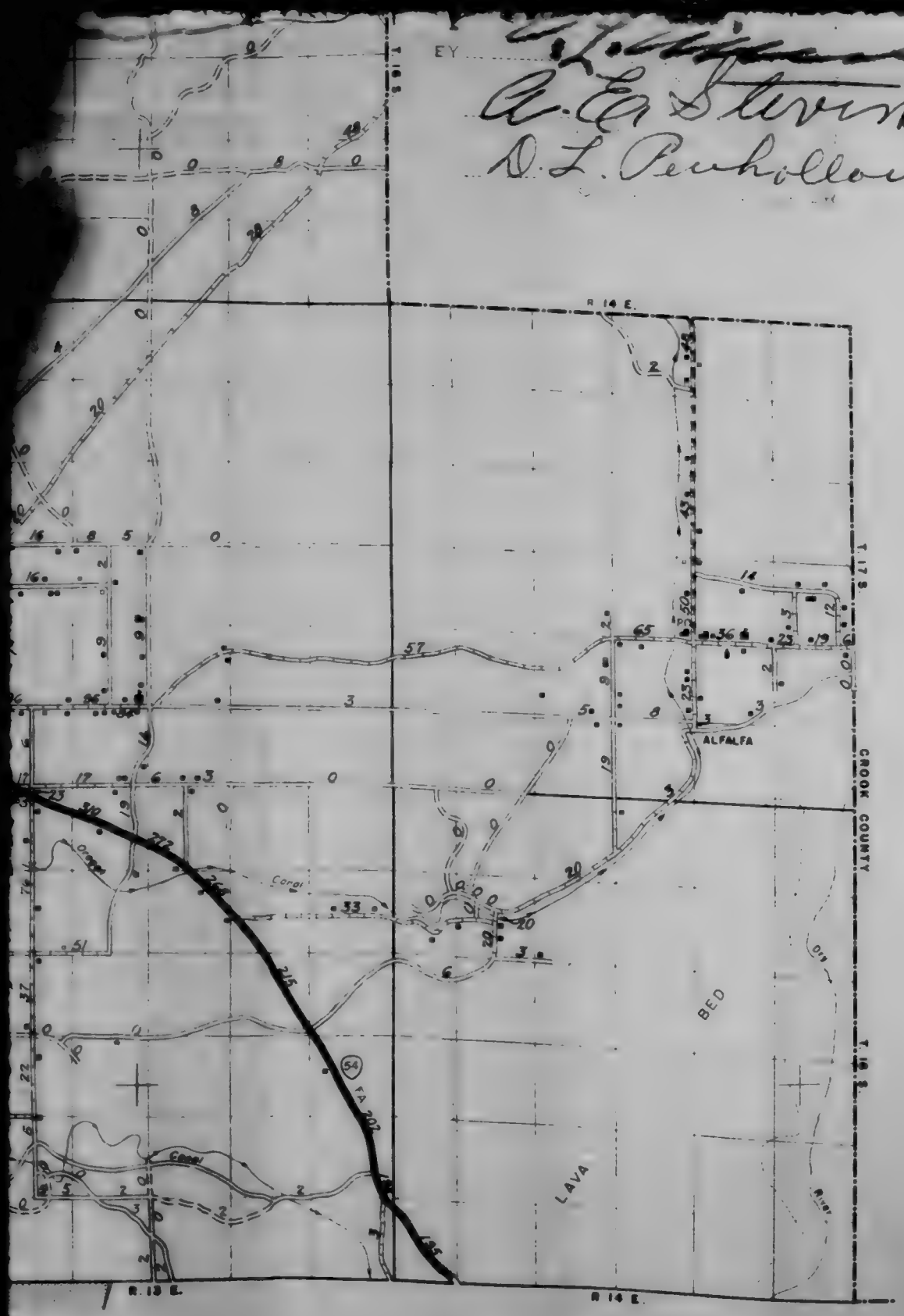
E. L. Latham
A. E. Stevens
D. L. Penhollow

GENERAL HIGHWAY MAP
DESCHUTES COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
1 0 1 2 3 4 Miles

1936
REVISED 1939



ARRANGEMENT OF SHEETS
FOR
DESCHUTES COUNTY

121° 10'
121° 00'
SHEET 1 OF 3 Polyconic Projection
DESCHUTES COUNTY OREGON 9

121° 10'

121° 00'

120° 50'

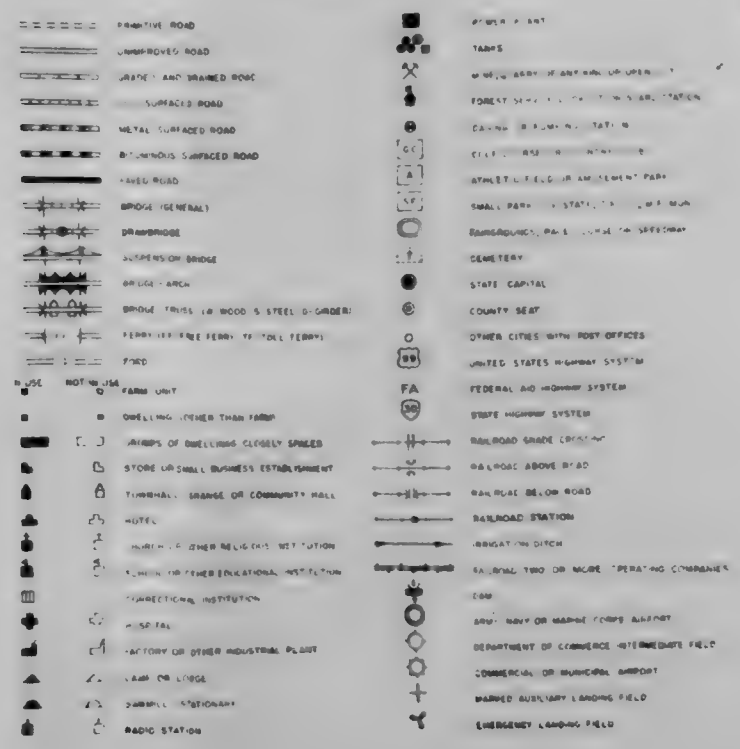
44° 20'

N

TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

LEGEND



APPROVED Feby 4 1942

COUNTY COURT, CROOK COUNTY

BY L. L. Stevens

A. E. Stevens

D. L. Rinehold

GENERAL HIGHWAY MAP

121° 20 | 121° 10 | 121° 00

44° 20

JEFFERSON COUNTY

R. 12 E. | R. 13 E.

T. 14 S. | T. 15 S. | T. 16 S.

To The Dalles

FA 707

CROOKED RIVER

Smith Rock

TERREBONNE

PRINEVILLE JCT

PRINEVILLE

CROOK COUNTY

Proposed FAS 664

Odin Falls

Deep Canyon

301 FA 28 321

RIVER

CLINE FALLS

REDMOND
1876 Pop

FA 767

To Prineville

Cline Buttes

DESCHUTES

NORTHERN

GREAT

Long Butte

N

APPROVED ... 19..

COUNTY COURT OF ... COUNTY

BY ...

A. E. Stevens

BEND

NOTED
J. W. CATTRALL
FAS 664
Deschutes Co.

February 3, 1955

Honorable C. L. Allen
Deschutes County Judge
Court House
Bend, Oregon

NOTED
Harold C. Ayers

Dear Judge:

Enclosed are two copies of a map upon which the Old Lower Bridge County Road is shown as proposed FAS 664. This is in accordance with your verbal request to Mr. Hagemann. Please have the Court indicate approval by signing in the space provided and return one signed map to this office.

The adjustment in the oiling project will be made after approval of FAS 664 is obtained from the Highway Commission and the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

Salem, Oregon
February 3, 1955

NOTED
J. W. CATTRALL

Mr. W. C. Williams
O F F I C E

NOTED
Harold C[illegible]s

Deschutes County has requested the addition to the county FAS System of FAS 664, a 1-1/2 mile section of road connecting existing FAS 658 with the The Dalles-California Highway immediately south of Terrebonne.

This connecting road, because of its use as a school bus and mail route and by farm to market traffic, is considered one of the most important roads in the Terrebonne area. The Court overlooked its inclusion in the last group of roads submitted for addition to the system. Due to the fact that an FAS project for oiling FAS 658 is programmed for this year the county has requested the addition of FAS 664 at this time so that the 1 mile unoiled portion of this route could be included in the oiling contract. The road appears to meet all qualifications for inclusion in the FAS System and should be approved at this time so that all oiling work in the area could be accomplished under one contract.

Attached are seven copies of a small map upon which the proposed route is shown in red.

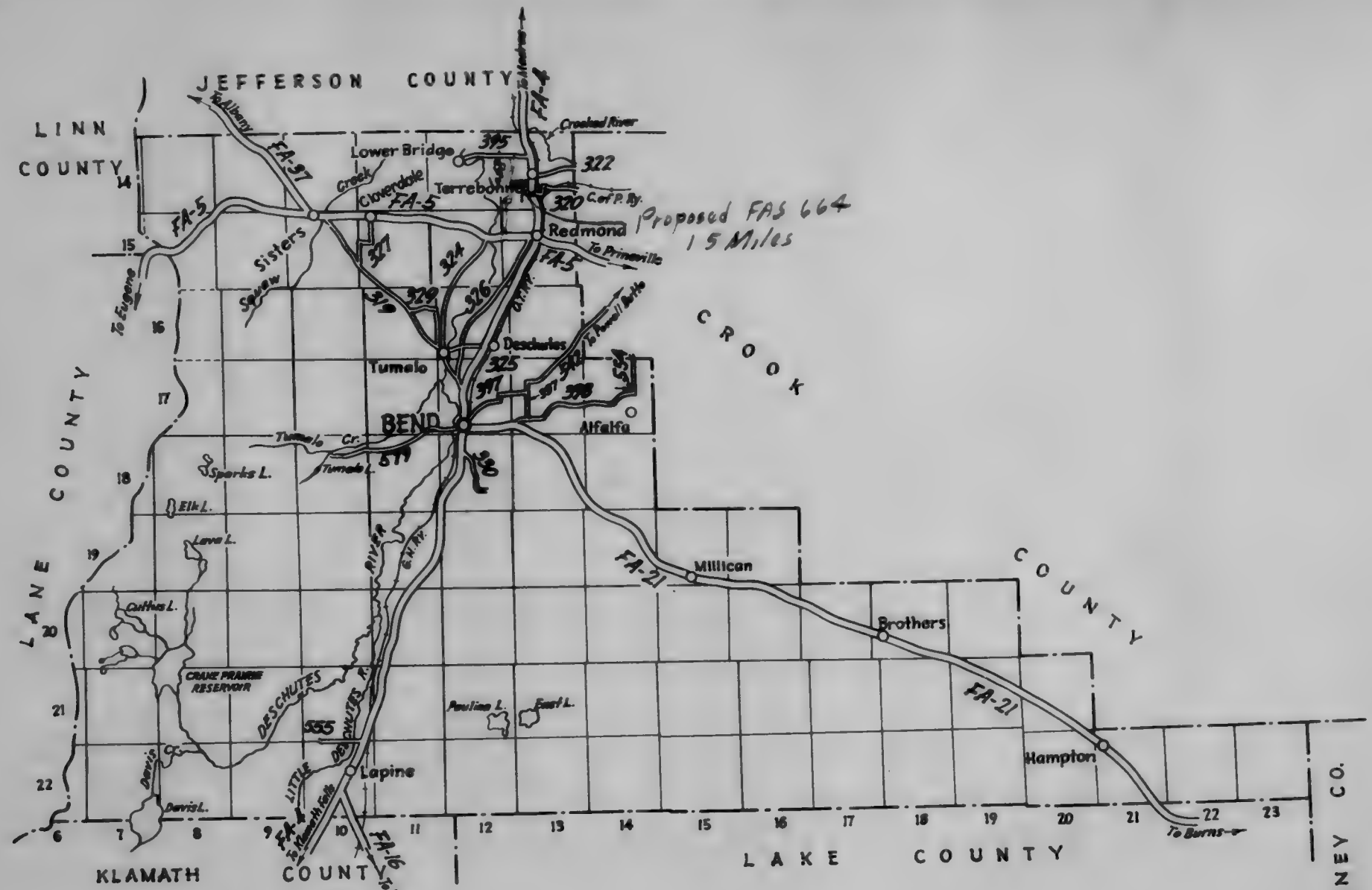
John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
Att.

NOTED
J. F. HAGEMANN



DESCHUTES COUNTY

FAS SYSTEM

Jan., 1954

"LEGEND"

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S. Highway on State Secondary Highway
- F.A.S. Highway on County Road

Township 14 S. Range 13 E

6 5 4

7 8 9

18 17 16

Lower Bridge Mkt Rd

Last Traff. Count - 6 Eby Co Rd

Hall Rd

Almeter Rd

Terrebonne Truck Rt

US 97

Orange

Old Lower Bdge Co Road Last Traff. Count 54

Redmond Mkt Rd

29 28

Project

32 33

US 97

FAS 658
Terrebonne Jct
Cranks Road
State Hwy Prefix
509-1453

The Eby Co Rd. North and South thru the Center of W ½ of Sect 17 - (shown in green) to be taken out of the project.

And that section of the Old Lower Bdge Rd - East & West thru the Center of Section 20 (shown in red) to be put in the project

FORM E-20 25M 9-51 83518

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 17, 1955

SUBJECT: Base Design Charts

To: Mr. W. L. Chandler
Division Engineer
Division IV
Bend, Oregon

Dear Sir:

Reference is made to the Plainview Section of the F. A. S. 636 Deschutes Co.

Enclosed you will find 6 base design charts prepared from laboratory tests, numbers 354970, 354971, 354972, 354973, 354974, and 354975.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

RECEIVED
JAN 13 1955
ENGINEER
COUNTY & CITY RELATIONS

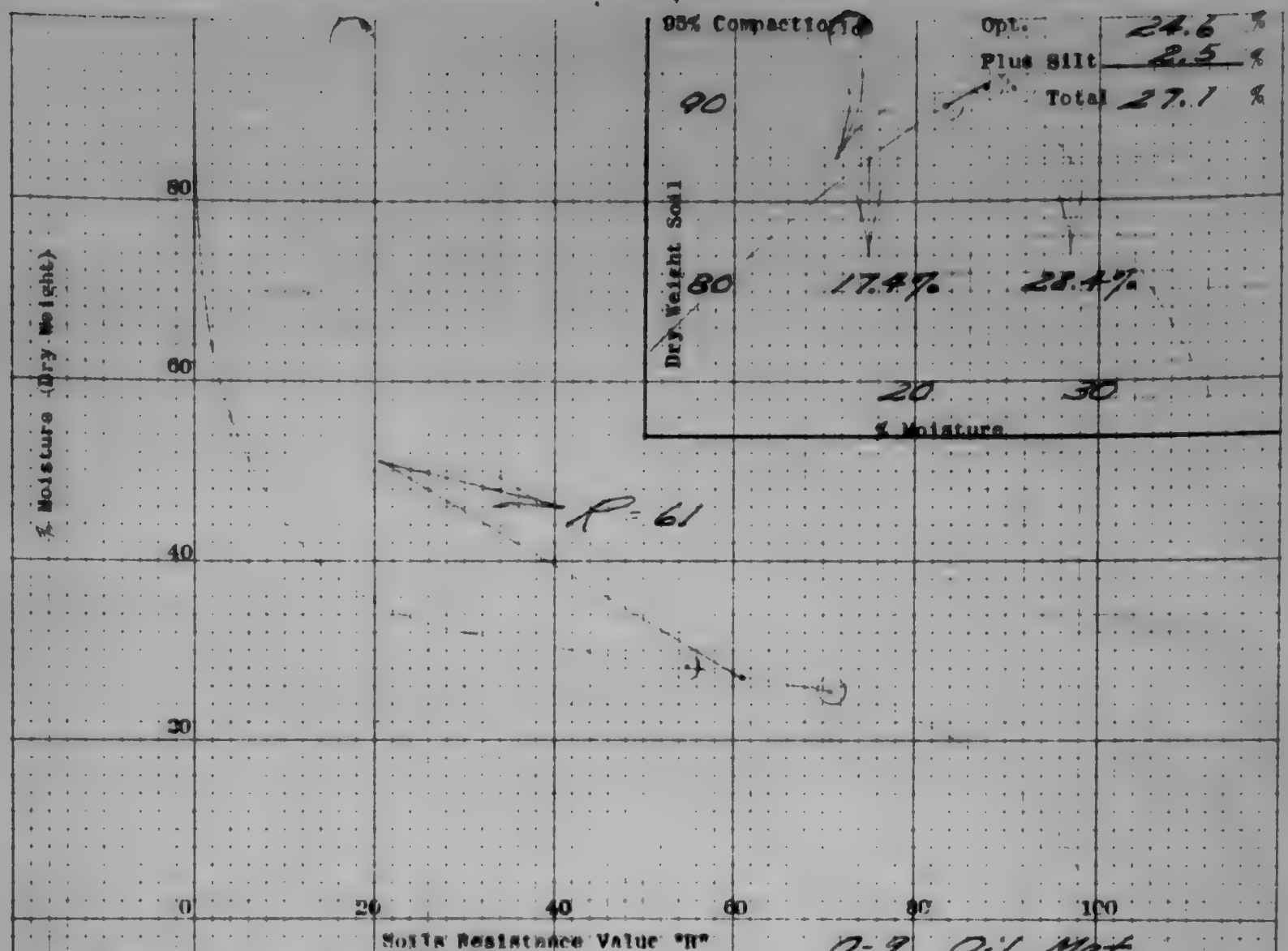
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
A. A. Fossen
County and City
J. B. Scott

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000M

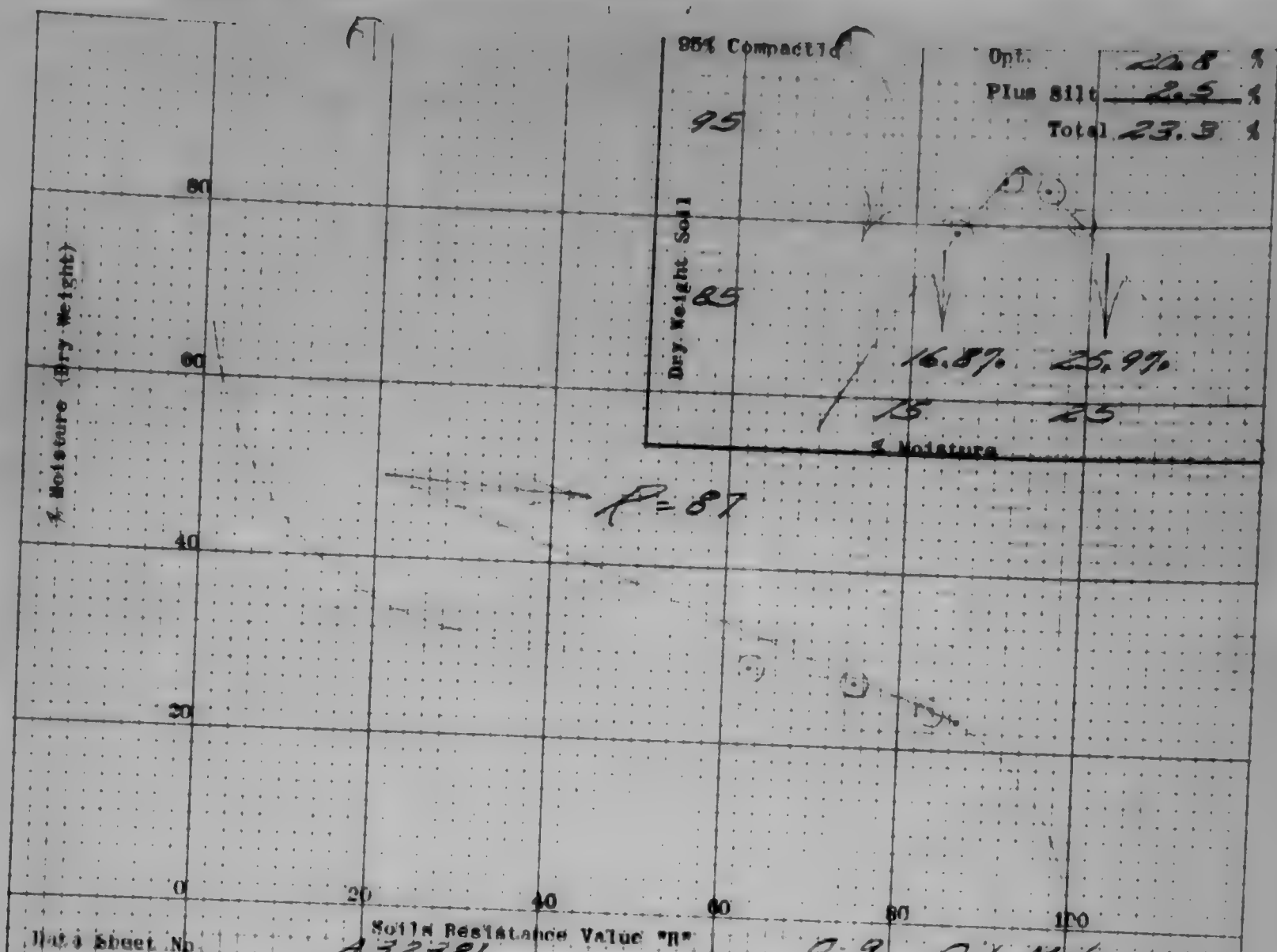


Data Sheet No	A32380		0-7	0.1 Mat
Lab. No.	354970	Base & Wear Light	Traffic	7.0 "
LL	26	Minus Rock Reduction		"
PI	0			"
Pass 200 Screen	40.2 %	Minus Wearing Surface		"
HYDROMETER ANALYSIS				"
Particles Larger than		Plus 25% Increase		2.0 "
2.0 mm	14.7 %	Plus Wearing Surface		"
Coarse Sand	19.0 %	Total Base & Wear		9.0 "
Fine Sand	32.2 %			
Silt	22.2 %	OREGON STATE HIGHWAY DEPARTMENT		
Clay	11.9 %	SOILS DIVISION		
Sp.	2.64	BASE DESIGN CHART		
Natural Moisture	%	Section Plainview Section		
		Hwy F.A.S. 656		
NOTE		Station MP 0.5 from B.O.P.		
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of out represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.		Depth 0.1 - 2.0'		
		Hole #		
		To be used Subgrade		
		Prefix No.		
		County Deschutes		
		Date 1-17-55		
		Designed by J		

CLEARPRINT PAPER CO. NO 7318 10 DIVISIONS PER INCH BOTH WAYS 10 X 100 DIVISIONS

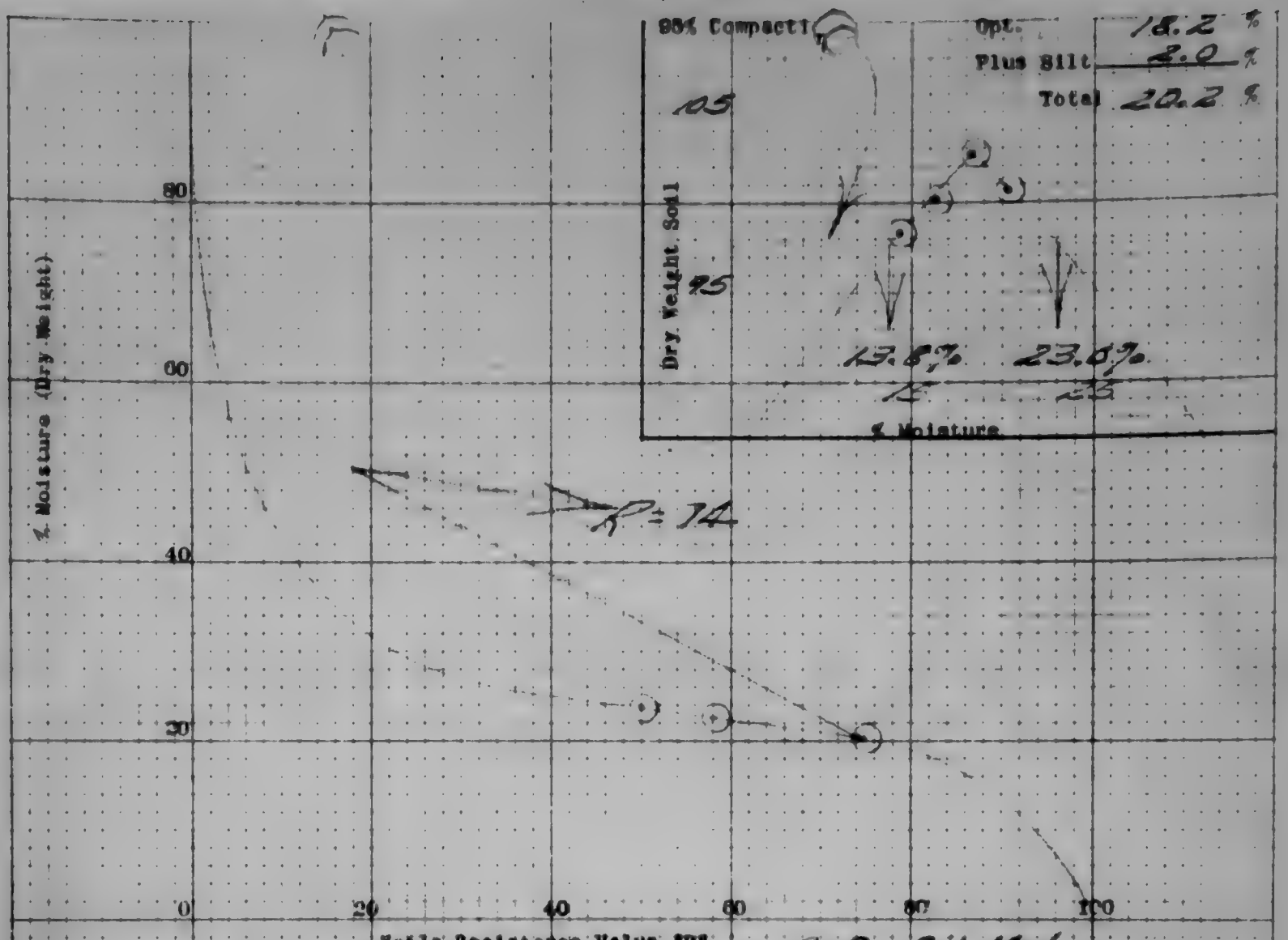
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H

CLEARPRINT PAPER CO. 2350 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



Soils Resistance Value "R" 0-9 Oil Mat

Data Sheet No.	A32381	Base & Wear Light Traffic	7.0 "
Lab. No.	354971	Minus Rock Reduction	"
LL	26		"
PI	0		"
Pass 200 Sorben	47.8%	Minus Wearing Surface	"
HYDROMETER ANALYSIS			"
Particles larger than		Plus 25% Increase	"
2.0 mm	2.3%	Plus Wearing Surface	2.0 "
Coarse Sand	5.4%	Total Base & Wear	9.0 "
Fine Sand	42.7%		
Silt	23.0 %	OREGON STATE HIGHWAY DEPARTMENT	
Clay	16.6 %	SOILS DIVISION	
Sp.	2.62	BASE DESIGN CHART	
Natural Moisture	%	Section Plainview Section	
NOTE		Hwy F.A.S. 656	
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.		Station M.P. 1.0 from S.O.P.	
		Depth 0.05 - 2'	
		Hole #	
		To be used Subgrade	
		Prefix No.	
		County Deschutes	
		Date 1-17-55	
		Designed by J	



Data Sheet No. A32382

Lab. No. 354972

LL 23

PI 0

Pass 200 Screen 37.6%

HYDROMETER ANALYSIS

Particles larger than

2.0 mm 7.7%

Coarse Sand 24.6 %

Fine Sand 38.2 %

Silt 18.9 %

Clay 10.6 %

Sg 2.69

Natural Moisture %

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear Light Traffic 7.0 "

Minus Rock Reduction "

Minus Wearing Surface "

Plus 25% Increase 2.0 "

Plus Wearing Surface "

Total Base & Wear 9.0 "

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Plainview Section

Hwy F.A.S. 456

Station MP 1.5 from B.O.P.

Depth 0.05 -2'

Hole #

To be used Subgrade

Prefix No.

County Deschutes

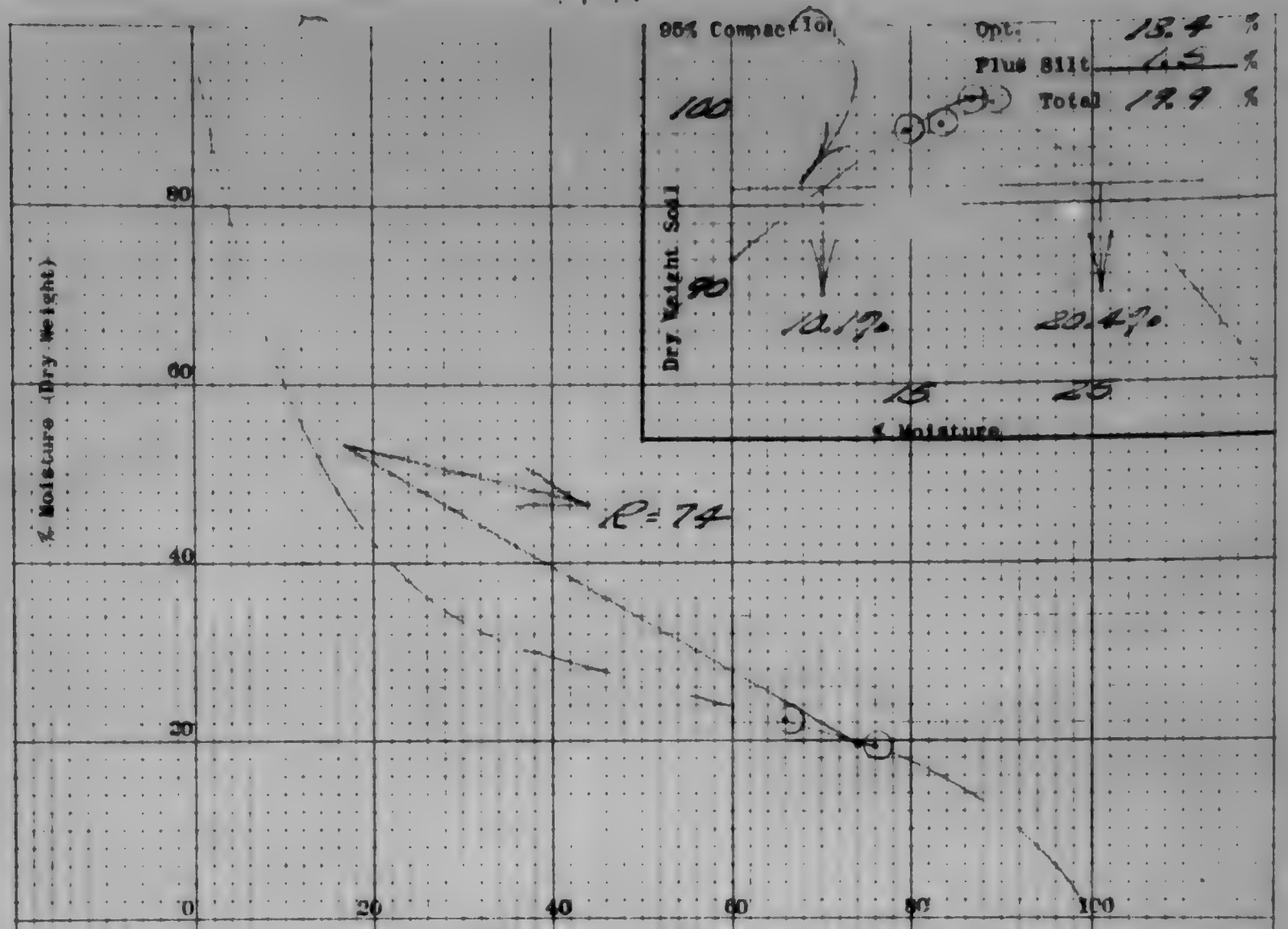
Date 1-17-55

Designed by J

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H
CLEARPRINT PAPER CO. NO. 731-10 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

Data Sheet No	A32383		
Lab. No.	354973	Base & Wear Light Traffic	7.0 "
LL	24	Minus Rock Reduction	"
PI	0		"
Pass 200 Screen	33.9 %	Minus Wearing Surface	"
HYDROMETER ANALYSIS			"
Particles larger than		Plus 25% Increase	2.0 "
2.0 mm	8.0 %	Plus Wearing Surface	"
Coarse Sand	20.0 %	Total Base & Wear	9.0 "
Fine Sand	42.5 %		
Silt	17.0 %	OREGON STATE HIGHWAY DEPARTMENT	
Clay	12.5 %	SOILS DIVISION	
Sc	2.67	BASE DESIGN CHART	
Natural Moisture	%	Section Plainview Section	
NOTE		Hwy F.A.S. 656	
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.		Station MP 2.0 from B.O.P.	
		Depth 0-2'	
		Hole #	
		To be used Subgrade	
		Prefix No.	
		County Deschutes	
		Date 1-17-55	
		Designed by B	

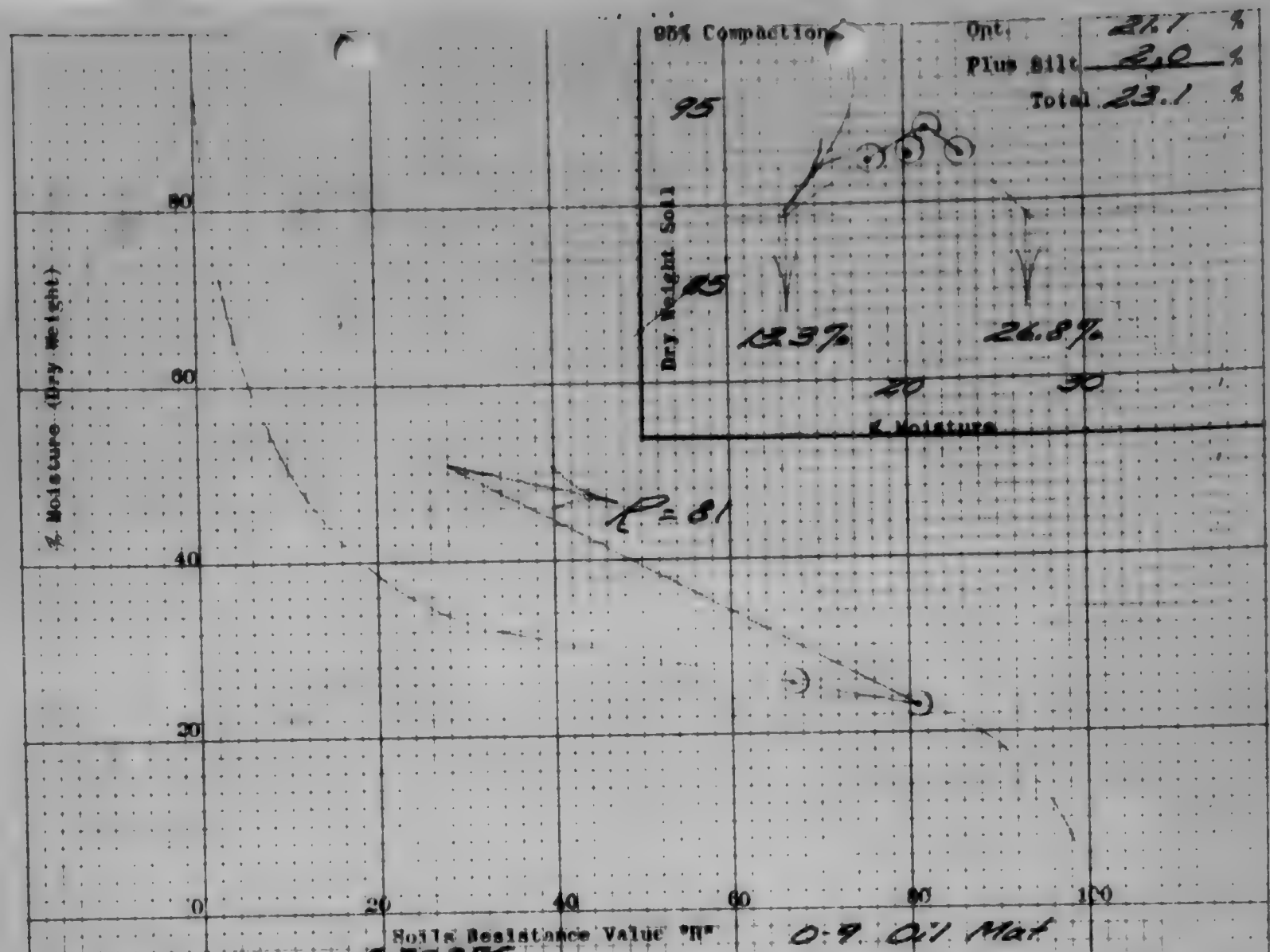
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
CLEARPRINT PAPER CO. NO 73166 10 DIVISIONS PER INCH WITH HAVE 5 X 100 DIVISIONS



Data Sheet No	A32384		
Lab. No.	354974	Base & Wear Light Traffic	7.0 "
LL	20	Minus Rock Reduction	"
PI	0		"
Pass 200 Screen	32.8 %	Minus Wearing Surface	"
HYDROMETER ANALYSIS			"
Particles larger than		Plus 35% Increase	2.0 "
.0 mm	43.0 %	Plus Wearing Surface	"
Coarse Sand	24.4 %	Total Base & Wear	9.0 "
Fine Sand	32.0 %		
Silt	43.9 %	OREGON STATE HIGHWAY DEPARTMENT	
Clay	11.7 %	SOILS DIVISION	
Sc	2.63	BASE DESIGN CHART	
Natural Moisture	%	Section Plainview Section	
		Hwy F.A.S. 656	
NOTE		Station M.P. 2.5 from B.O.P.	
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of soil represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration		Depth 0.1 - 2'	
		Hole #	
		To be used Subgrade	
		Prefix No.	
		County Deschutes	
		Date 1-17-55	
		Designed by [illegible]	

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
CLEARPRINT PAPER CO. NO 7319D DIVISIONS PER INCH WITH WAYS TO 1 DIVISIONS

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
CLEARPRINT PAPER CO. 10 DIVISIONS PER INCH BOTH WAYS 10 X 10 DIVISIONS



Soils Resistance Value "R" 0-9 Oil Mat.

Data sheet No.	152385	Base & Wear Light Traffic	7.0 "
Lab. No.	354975	Minus Rock Reduction	"
LL	26		
PI	0	Minus Wearing Surface	"
Pass 200 Screen	32.7%		
HYDROMETER ANALYSIS		Plus 25% Increase	2.0 "
Particles larger than		Plus Wearing Surface	"
.0 mm	10.2 %	Total Base & Wear	9.0 "
Coarse Sand	21.9 %		
Fine Sand	39.6 %	OREGON STATE HIGHWAY DEPARTMENT	
Silt	18.4 %	SOILS DIVISION	
Clay	9.9 %	BASE DESIGN CHART	
Sp.	2.63	Section Plainview Section	
Natural Moisture	%	Hwy F.A.S. 656	
		Station M.P. 3.0 from B.O.P.	
NOTE		Depth -0.05 - 1.5'	
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of same thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area base depth should be 1/2 frost penetration.		Hole #	
		To be used Subgrade	
		Prefix No.	
		County - Deschutes	
		Date 1-17-55	
		Designed by D	

FORM H-30 25M 9-51 62318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1955

fas 655

SUBJECT:

To: Mr. W. E. Chandler
Division Engineer
Division IV
Bend, Oregon

Dear Sir:

Reference is made to the Indian Ford Cr.-Cloverdale Jct. Section of the F.A.S. 655, Deschutes Co. Road.

Enclosed you will find 8 base design charts prepared from laboratory tests, numbers 353932, 353933, 353934, 353935, 353936, 353937, 353938, 353939.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RECEIVED
JAN - 4 1955
ENGINEER
COUNTY & CITY RELATIONS

RW:of
Encls H. G. Smith
cc A. Fenwick
J. B. Scott
County and City

FORM E-90 30M 8-51 62516

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1955

fas 655

SUBJECT:

To: Mr. W. E. Cam[illegible]
Division Engineer
Division IV
[illegible], Oregon

J. F. [illegible]

Dear Sir:

Reference is made to the Indian Ford Cr.-Cloverdale Jct. Section of the F.A.S. 655, Deschutes Co. Road.

Enclosed you will find 8 base design charts prepared from laboratory tests, numbers 353932, 353933, 353934, 353935, 353936, 353937, 353938, 353939.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

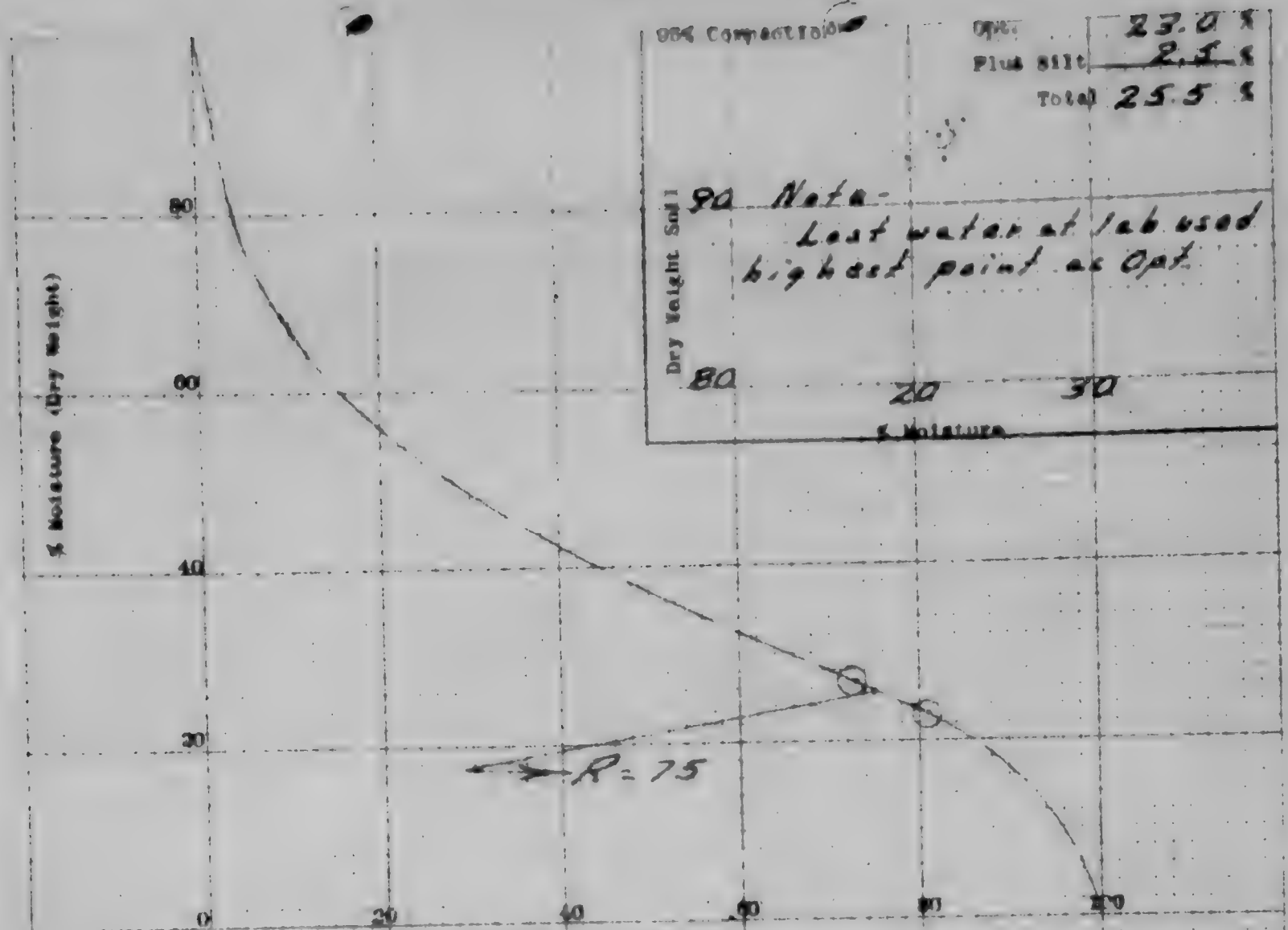
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RECEIVED
JAN - 4 1955
ENGINEER
COUNTY & CITY RELATIONS

RW:of
Encls H. G. Smith
cc A. Persons
J. D. Heath
County and City



Opt. 23.0 %
Plus Silt 2.5 %
Total 25.5 %

Note -
Last water at lab used highest point at Opt.

Hveem Resistance Value "R" 75

Data Sheet No.	A41463
Lab. No.	353932
LL	27
PI	0
Pass 200 Screen	25.2%

MECHANICAL ANALYSIS:

Particles larger than	
2 0 mm	10.4 %
Coarse Sand	15.4 %
Fine Sand	43.7 %
Silt	23.2 %
Clay	8.1 %
Sp	2.70
Natural Moisture	%

NOTE

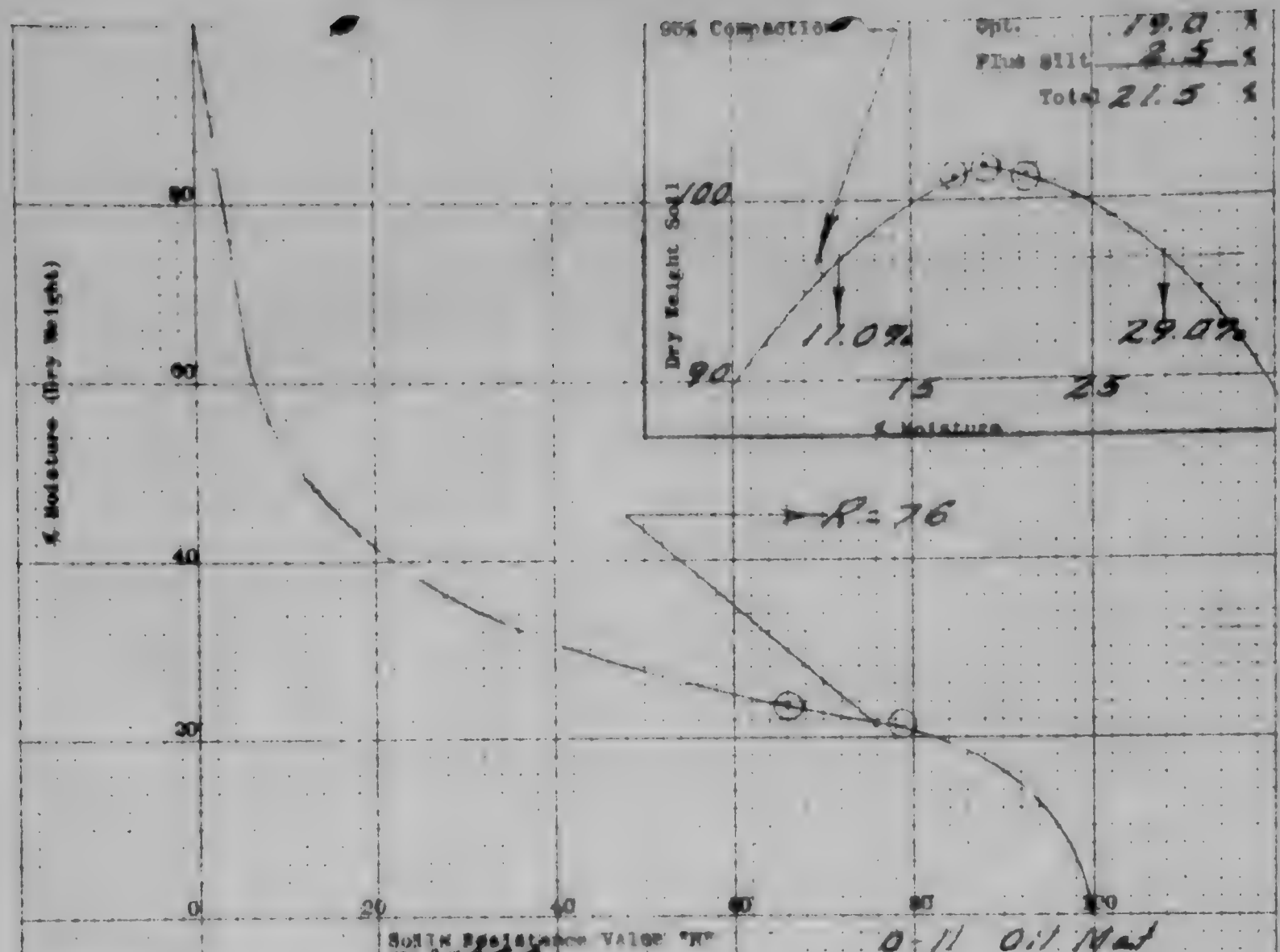
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be ... e frost penetration.

0-11 0.1 Mat

Base & Wear L-M	Traffic 8.5
Minus Rock Reduction	—
Minus Wearing Surface	—
Plus 25% Increase	2.0
Plus Wearing Surface	
Total Base & Wear	10.5

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section	Indian Ford Cr.-Clearwater Jct
Hwy	F.A.S. 655
Station	M.P. 0.5 South of B.O.P.
Depth	0-2'
Hole #	1
To be used	Subgrade
Prefix No.	
County	Deschutes
Date	1-3-55
Designed by	M.



Soils Resistance Value "R" 0-11 0.1 Mod

Data Sheet No.	A41464
Lab. No.	353933
LL	24
PI	0
Pass 200 Screen	45.6%
HYDROMETER ANALYSIS:	
Particles larger than	
2.0 mm	2.3 %
Coarse Sand	15.6 %
Fine Sand	49.3 %
Silt	25.0 %
Clay	7.8 %
Sg	2.76
Natural Moisture	%

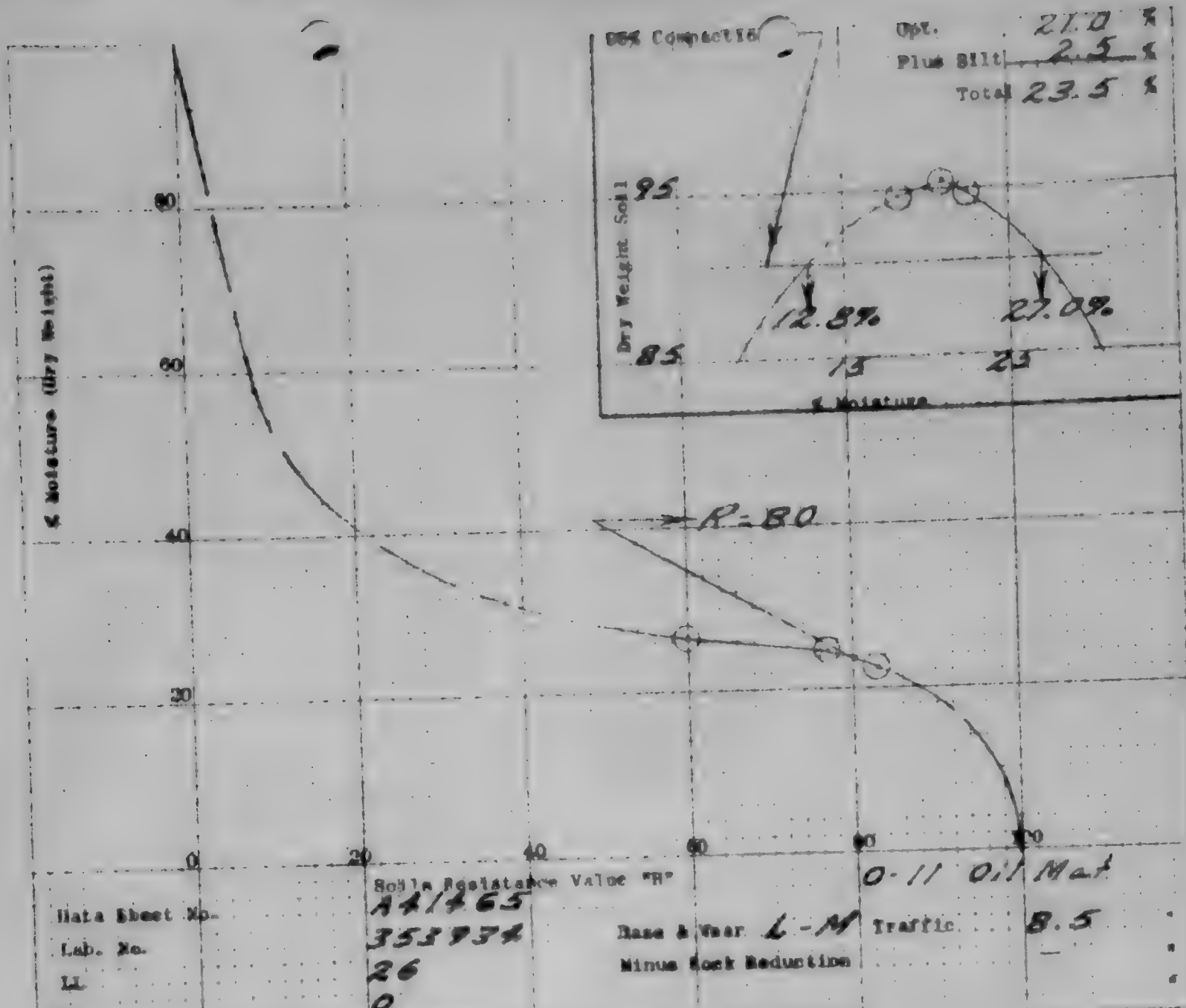
NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear	L-M
Traffic	8.5
Minus Rock Reduction	—
Minus Wearing Surface	—
Plus 20% Increase	2.0
Plus Wearing Surface	
Total Base & Wear	10.5

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Indian Ford Co. Channelization
Hwy FAS 653
Station MP 1.0 South of B.O.P.
Depth 0-2'
Hole # 2
To be used Subgrade
Prefix No.
County Deschutes
Date 1-5-55
Designed by N.



0-11 0.1 Mat

Data Sheet No. A41465

Lab. No. 353934

LL 26

PI 0

Pass 200 Screen 47.0%

HYDROMETER ANALYSIS:

Particles larger than

2.0 mm 13.3%

Coarse Sand 12.1%

Fine Sand 42.9%

Silt 23.0%

Clay 8.7%

Sg 2.69

Natural Moisture %

Base & Wear L-M Traffic 8.5

Minus Rock Reduction —

Minus Wearing Surface —

Plus 25% Increase 2.0

Plus Wearing Surface —

Total Base & Wear 10.5

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Indian Ford Cr.-Cloverdale Jct.

Hwy F.A.S. 655

Station MP 1.5 South of B.O.P.

Depth 0.1'-2.0'

Hole # 3

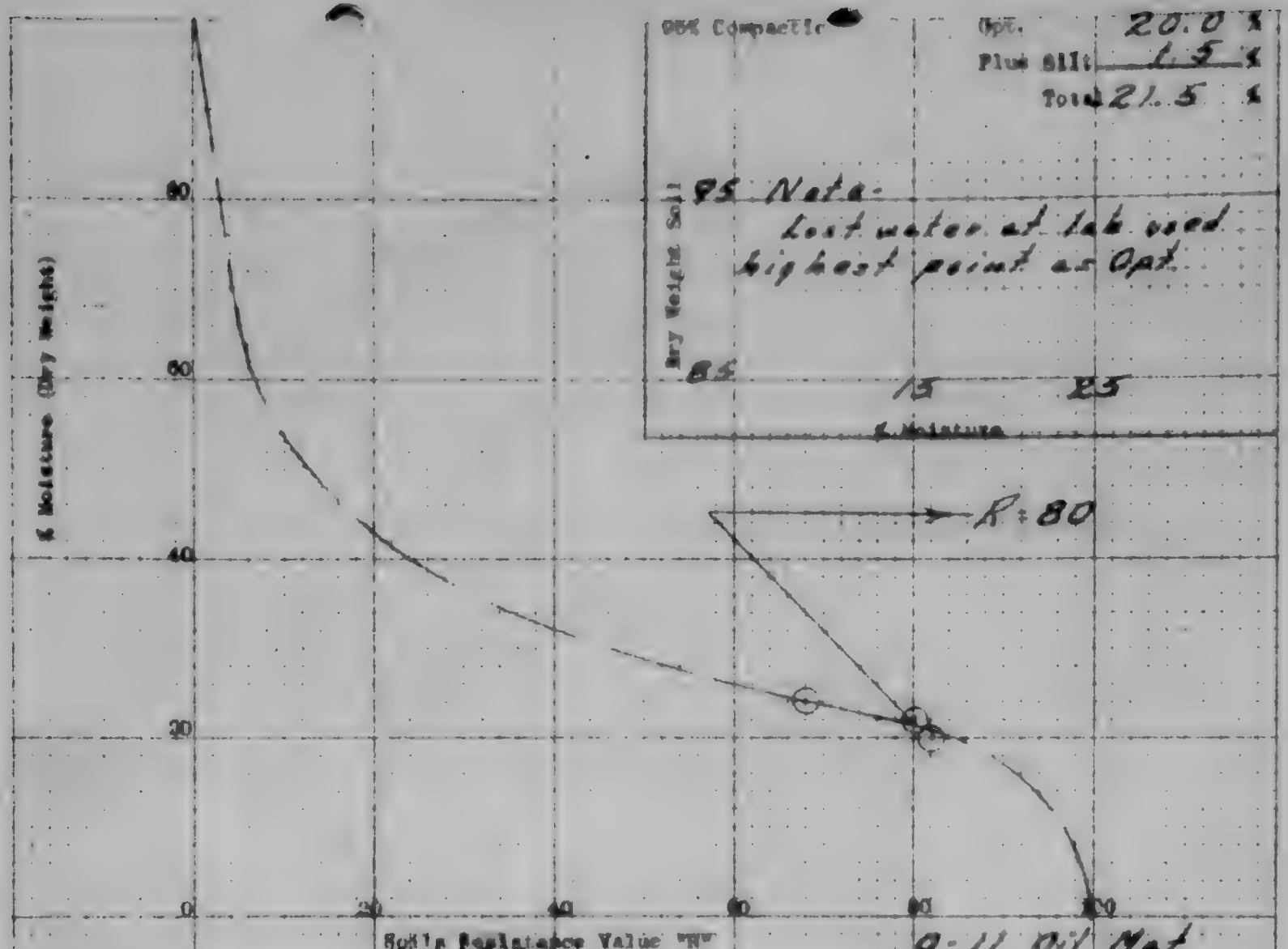
To be used Subgrade

Prefix No.

County Deschutes

Date 1-3-55

Designed by N.



Soils Resistance Value "R" 0-11. Oil Mat

Data Sheet No.	A-1122		
Lab. No.	353935	Base & Thar L-M	Traffic 8.5
LL	24	Minus Rock Reduction	—
PI	0		
Pass #200 Screen	28.9%	Minus Wearing Surface	—
HYDROMETER ANALYSIS:			
Particles larger than		Plus 50% Increase	2.0
2.0 mm	2.2%	Plus Wearing Surface	
Coarse Sand	12.7%	Total Base & Wear	10.5
Fine Sand	65.5%		
Silt	14.7%	OREGON STATE HIGHWAY DEPARTMENT	
Clay	4.9%	SOILS DIVISION	
Sr	2.76	BASE DESIGN CHART	
Natural Moisture	%	Section Indian Ford Co. - Clearwater Jct.	
		Hwy F.A.S. 635	
		Station M.P. 2.0 South of B.O.P.	
		Depth - 0.1-1.0	
		Hole # 4	
		To be used Subgrade	
		Prefix No.	
		County - Deschutes	
		Date 1-3-55	
		Designed by N.	

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Opt. 15.7 %
Plus Silt 1.0 %
Total 16.7 %

0-11.0:1 Nad

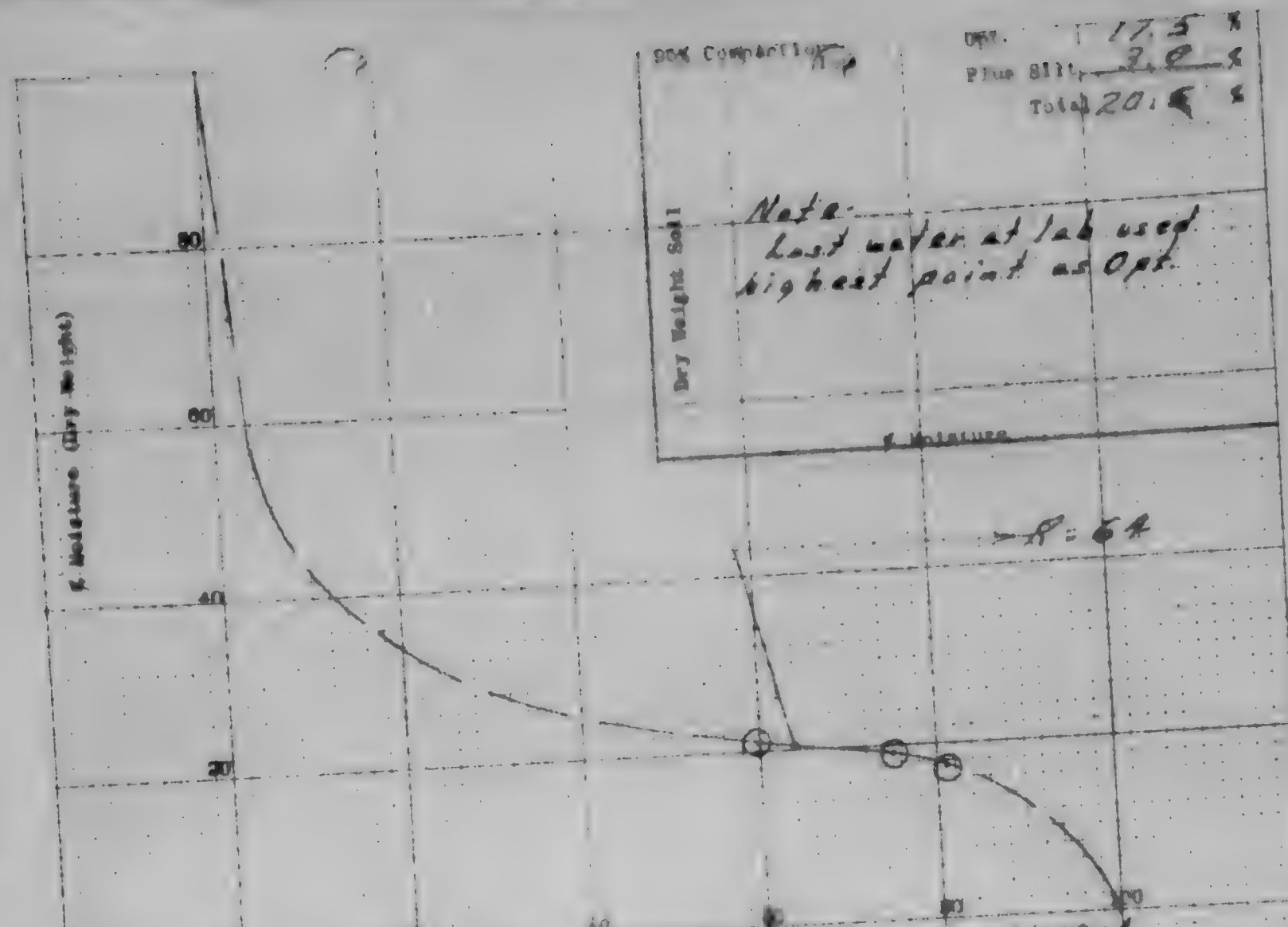
Data Sheet No	A41467
Lab. No.	153956
LL	22
PI	0
Pass 200 Screen	28.3%
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	5.7 %
Coarse Sand	21.7 %
Fine Sand	53.3 %
Silt	12.7 %
Clay	6.6 %
Sp	2.73
Natural Moisture	%

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of soil represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear L - M Traffic 8.5
Minus Rock Reduction —
Minus Wearing Surface —
Plus 20% Increase 2.0
Plus Wearing Surface —
Total Base & Wear 10.5

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Indian Ford Co.-Cloverdale Int.
Hwy F.A.S. 655
Station M.P. 2.5 South of B.O.P.
Depth .05-1.0
Hole # 5
To be used Subgrade
Prefix No.
County Deschutes
Date 1-3-56
Designed by N.



Opt. 17.5 %
Plus Silt 3.0 %
Total 20.5 %

Note:
Last water at lab used highest point as Opt.

-P = 6#

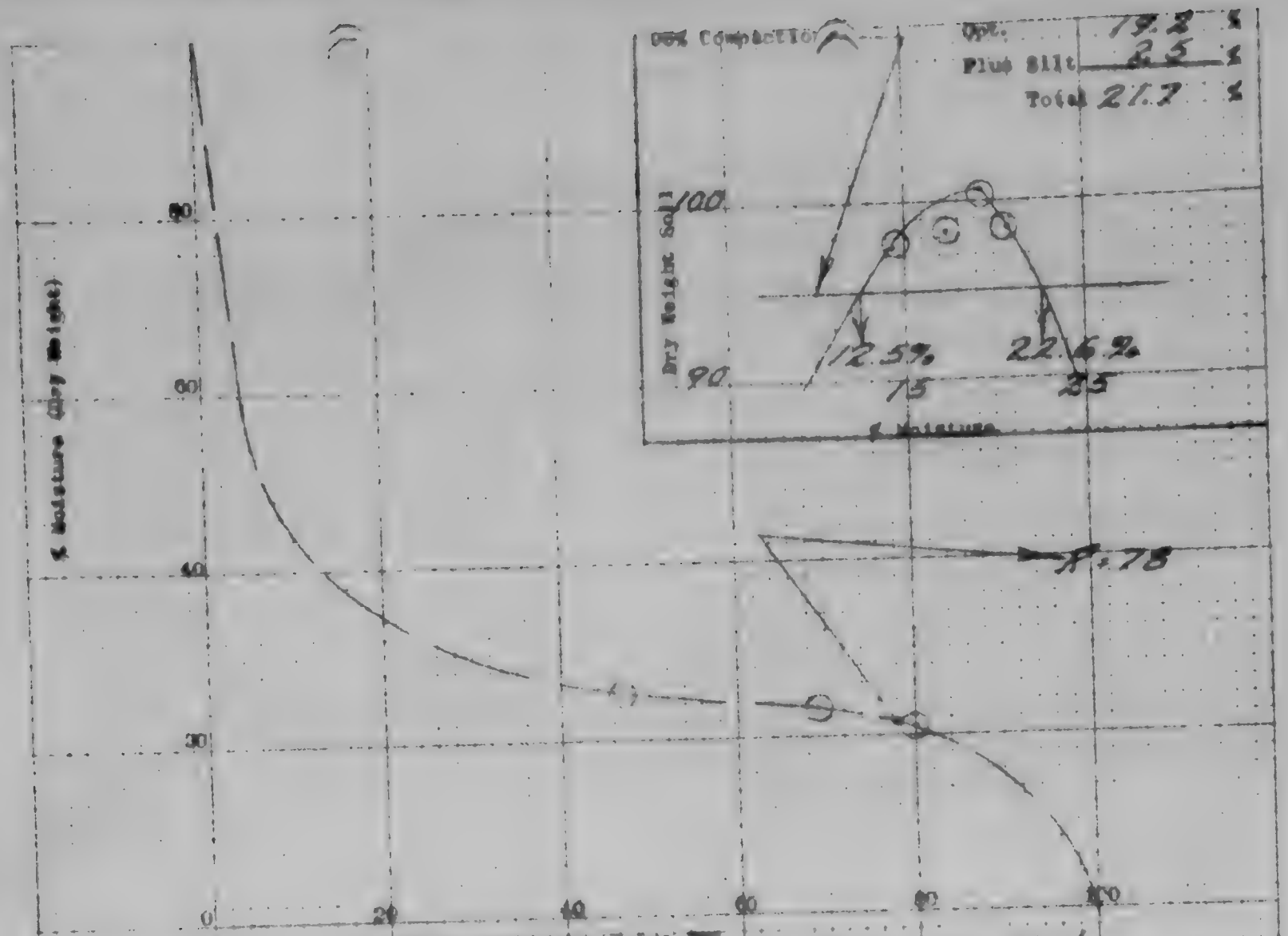
Hoble Resistance Value "R" 0-11 0-1 Max

Data Sheet No.	A-1268
Lab. No.	553937
LL	23
PI	0
Pass 200 Screen	30.1 %
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	5.1 %
Coarse Sand	12.9 %
Fine Sand	54.5 %
Silt	25.1 %
Clay	12.4 %
Sr	2.72
Natural Moisture	%

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of soil represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear 2 - 10 Traffic 8.5
Minus. Rock Reduction —
Minus Wearing Surface —
Plus 50% Increase 2.0
Plus Wearing Surface —
Total Base & Wear 10.5

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Indian Ford Co - Clearwater Jct.
Hwy F.A.S. 655
Station MP 3.0 South of E.O.P.
Depth 0 - 1.5'
Hole # 6
To be used Subgrade
Prefix No.
County Deschutes
Date 1-3-55
Designed by N.



Hveem Resistance Value "R" 0-11 0:1 Mod

Data Sheet No.	A21469	Base & Wear	2 + M
Lab. No.	355938	Minus Rock Reduction	
LL	23		
PI	0		
Pass 200 Screen	42.3%	Minus Wearing Surface	—
HYDROMETER ANALYSIS			
Particles larger than		Plus 3/4 Increase	2.0
2.0 mm	2.7%	Plus Wearing Surface	—
Coarse Sand	14.1 %	Total Base & Wear	10.5
Fine Sand	50.2%		
Silt	24.3%		
Clay	11.7 %		
Sp.	2.72		
Natural Moisture	%		

Traffic 3.5

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Indian Ford Co.-Clearwater Jct.

By F.A.S. 655

Station M.P. 3.5 South of B.O.P.

Depth .05-2.0'

Hole # 7

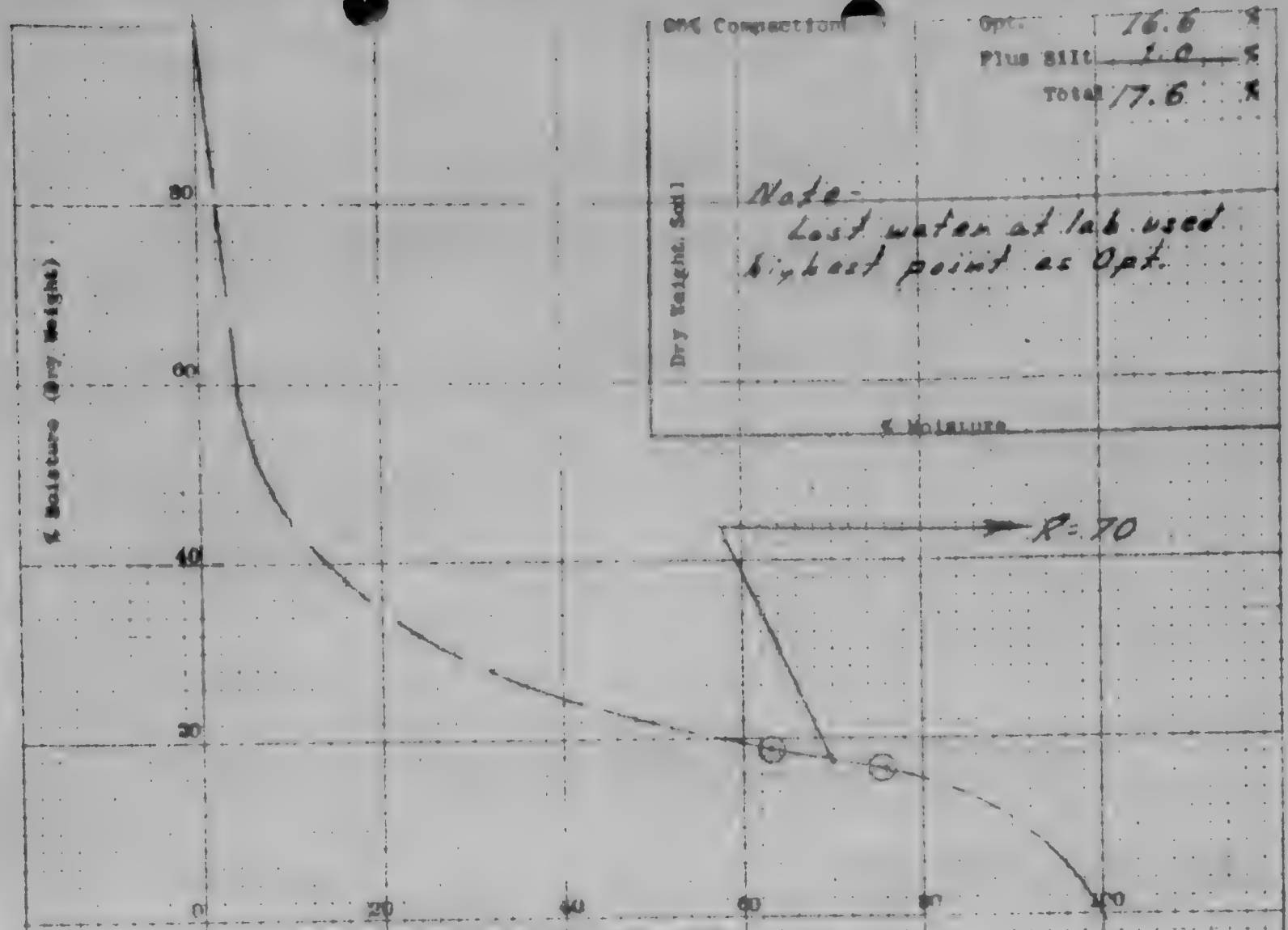
To be used Subgrade

Prefix No.

County Deschutes

Date 1-3-55

Designed by N.



95% Compaction
Opt. 16.6 %
Plus Silt 1.0 %
Total 17.6 %

Note -
Lost water at lab used highest point as Opt.

Soils Resistance Value "R" 0-11 0.1 Mat

Data Sheet No	A41470
Lab. No.	353939
LL	21
PI	0
Pass 200 Screen	21.5 %
HYDROMETER ANALYSIS:	
Particles larger than	
.10 mm	8.0 %
Coarse Sand	23.4 %
Fine Sand	50.5 %
Silt	9.7 %
Clay	6.4 %
Sc	2.75
Natural Moisture	%

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of soil represented by this soil and the possible reductions of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area base depth should be 1/2 frost penetration.

Base & Wear	L - M
Traffic	8.5
Minus Rock Reduction	— "
Minus Wearing Surface	— "
Plus 3/4" Increase	2.0 "
Plus Wearing Surface	— "
Total Base & Wear	10.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section	Indian Ford Co. - Cloverdale Int.
Hwy	F.A.S. 655
Station	M.P. 4.0 South of B.O.R.
Depth	0.1 - 1.5
Hole #	8
To be used	Subgrade
Prefix No.	
County	Deschutes
Date	1-3-53
Designed by	N.

County & City

FORM E-30 2M4 9-51 58318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1955

SUBJECT:

To: Mr. W. E. Chandler
Division Engineer
Division 4
Bend, Oregon

NOTED
Harold C. Smith
Construction Engineer

Dear Sir:

Reference is made to the Terrebone Jct.-Crooks Road Section of the U.S. 97, Deschutes Co. Road.

Enclosed you will find 12 base design charts prepared from laboratory tests, numbers 353920, 353921, 353922, 353923, 353924, 353925, 353926, 353927, 353928, 353929, 353930 and 353931.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RECEIVED
JAN - 4 1955
ENGINEER
COUNTY & CITY RELATIONS

RW:of
Encls. H. G. Smith
cc A. Fenson
J. D. Scott
County & City

Data Sheet No 14,451
Lab. No. 353920
LL 22
PI 0
Pass 200 Screen 35.9 %

HYDROMETER ANALYSIS

Particles larger than
2.0 mm 6.9%
Coarse Sand 28.3%
Fine Sand 31.3%
Silt 20.0%
Clay 13.5%
C- 2.69
Natural Moisture 4

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

0-9 0.1 Mat

Base & Wear	Light Traffic	7.0
Minus Rock Reduction		—
Minus Wearing Surface		—
Plus 20% Increase		2.0
Plus Wearing Surface		
Total Base & Wear		9.0

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Terrebonne Jct - Crooked R.
Hwy K.A.S. 458
Station 5 mi. South of B.O.P.
Depth 0.1 - 1.5
Hole # 1
To be used Subgrade
Prefix No.
County Deschutes
Date 12-29-54
Designed by JP

Hveem Resistance Value @ 0-9 Oil Mat

Base & Wear 6.0 Traffic 7.0

Minus Sand Reduction ---

Minus Wearing Surface ---

Plus 50% Increase 2.0

Plus Wearing Surface ---

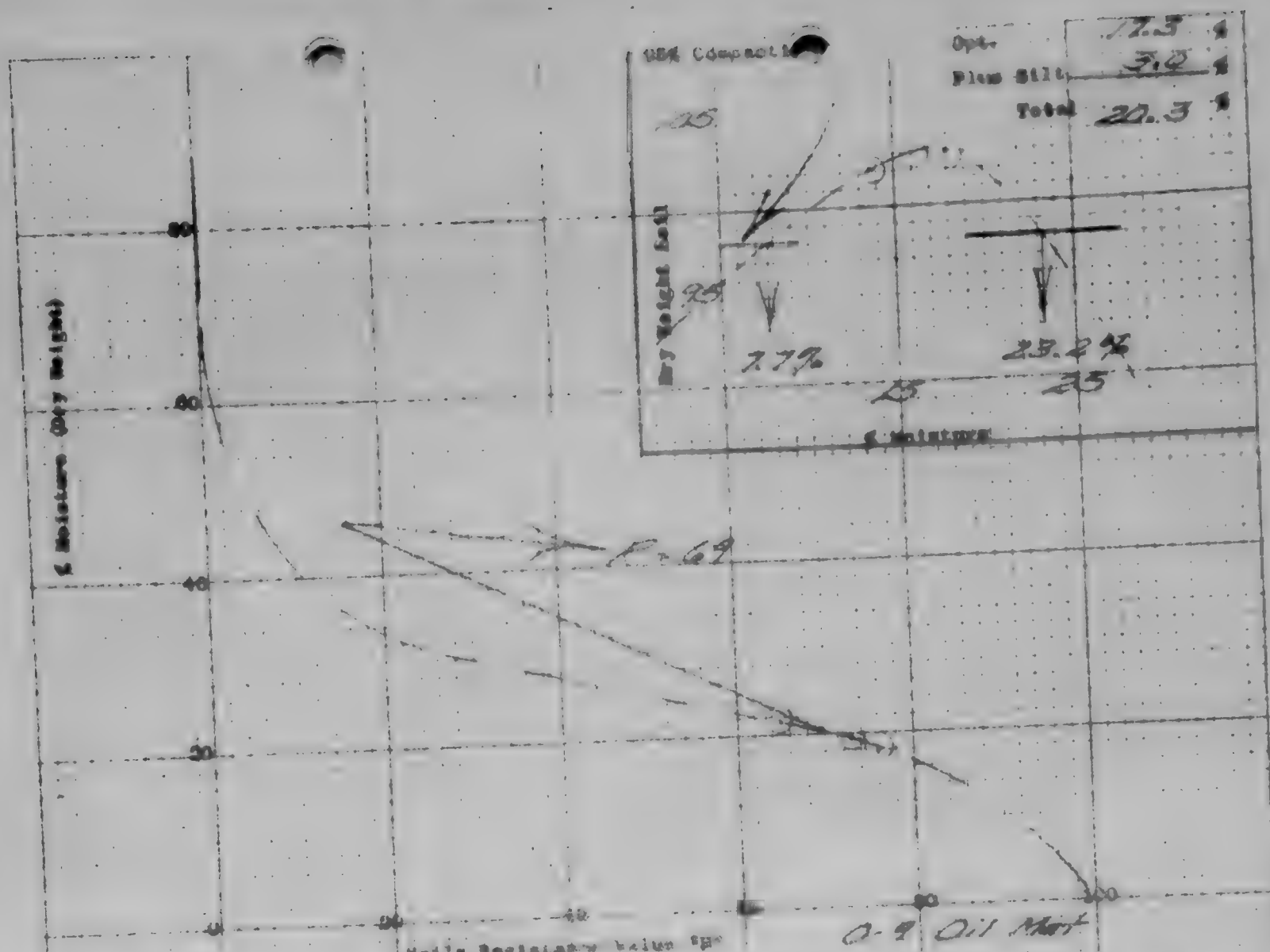
Total Base & Wear 9.0

Sieve Analysis

Data Sheet No.	141452
Lab. No.	253921
LL	21
PI	0
Pass 200 Screen	42.8 %
HYDROMETER ANALYSIS:	
Particles larger than	
.1 0 mm	49.1 %
Coarse Sand	22.9 %
Fine Sand	23.2 %
Silt	20.4 %
Clay	16.0 %
Colloids	2.63
Natural Moisture	%

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Deschutes Nat'l - Franks Cr.
Hwy U.S. 6-58
Station 10 mi. South of S.O.P.
Depth 0-1'
Hole # 2
To be used Subgrade
Prefix No.
County - Deschutes
Date 12-29-54
Designed by B

NOTE.
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area base depth should be 1/2 frost penetration



Data Sheet No	A4/453
Lab. No.	X53922
LL	21
PI	0
Pass 200 Screen	38.5 %
HYDROMETER ANALYSIS	
Particles larger than .1 0 mm	2.7 %
Coarse Sand	22.4 %
Fine Sand	4.4 %
Silt	25.2 %
Clay	5.3 %
R-	2.67
Natural Moisture	

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reductions or base thicknesses by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

Base & Wear Light Traffic	7.0 "
Minus Book Reduction	— "
	"
Minus Wearing Surface	— "
	"
Plus 20% Increase	2.0 "
Plus Wearing Surface	"
Total Base & Wear	9.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Humbug Mt. - Euchre Cr.
Hwy F.A.S. 658
Station 1.5 mi. South of O.C.P.
Depth 1 - 2.5'
Hole # 3
To be used - Subgrade
Profile No.
County - Douglas
Date 12-29-54
Designed by J

DOC Compaction

Opt. 22.2 %
Plus Silt 1.5 %
Total 21.7 %

Note -
Lost water at Lab.
Used highest point as Opt.

Dry Weight Soil

% Moisture

P = 75

% Moisture (Dry Weight)

60
50
40
30

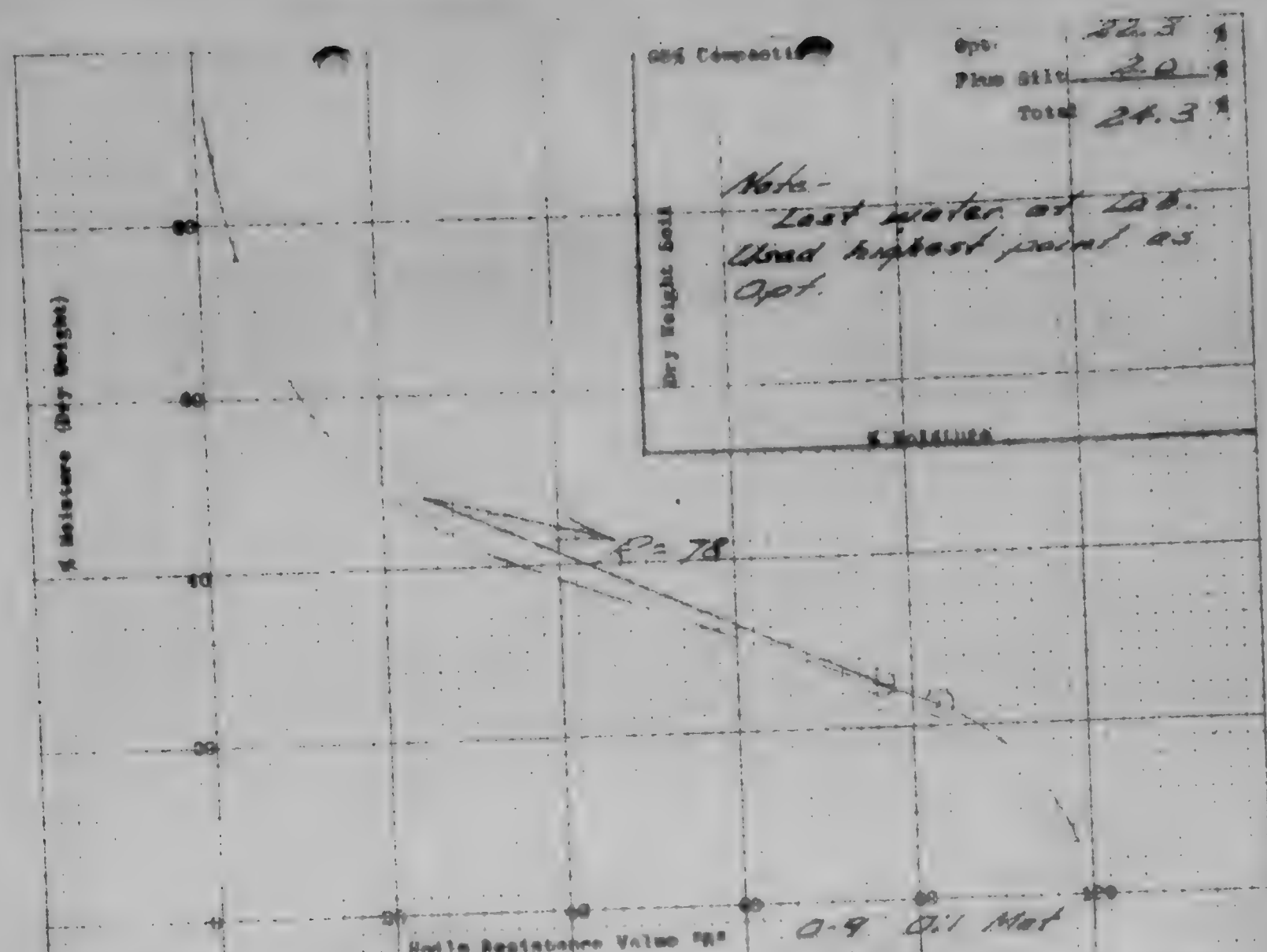
0 10 20 30 40 50 60 70 80 90 100

Hveem Resistance Value @ 300 psi 0-9 Oil Mat

Data Sheet No	A41454	Base & Wear Light Traffic	7.0
Lab. No.	253923	Minus Rock Reduction	—
LL	23		
PI	0	Minus Wearing Surface	—
Pass 200 Screen	23.5%		
HYDROMETER ANALYSIS:		Plus 50% Increase	2.0
Particles larger than		Plus Wearing Surface	—
.1 0 —	5.4 %	Total Base & Wear	9.0
Coarse Sand	22.5 %		
Fine Sand	42.4 %		
Silt	24.7 %		
Clay	5.0 %		
S-	2.69		
Natural Moisture	4		

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Terrebonne Jct - Prineville
Hwy F.A.S. 658
Station 20 mi. South of B.O.P.
Depth 4.05-4.6'
Hole # 4
To be used - Subgrade
Profile No.
County - Deschutes
Date 12-27-54
Designed by

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of same thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area base depth should be 1/2 frost penetration.

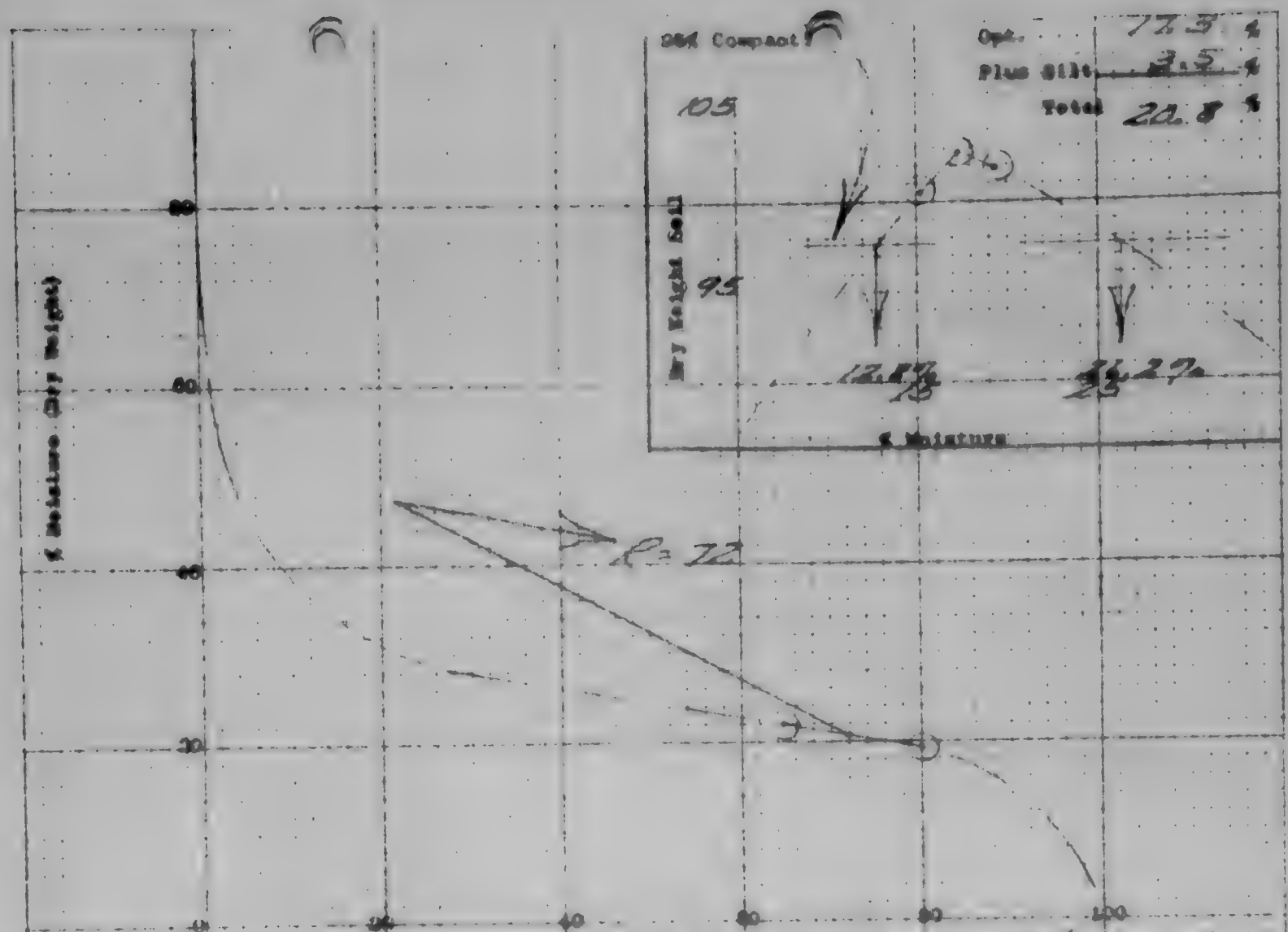


Hveem Resistance Value "R" 0-9 0.1 Mat

Data Sheet No.	11455	Base & Wear Light	Traffic 7.0
Lab. No.	253924	Minus Rock Reduction	
LL	24		
PI	0	Minus Wearing Surface	
Pass 200 Screen	38.8 %		
HYDROMETER ANALYSIS:		Plus 20% Increase	2.0
Particles Larger than		Plus Wearing Surface	
2.0 mm	2.1 %	Total Base & Wear	9.0
Coarse Sand	18.2 %		
Fine Sand	48.4 %		
Silt	21.5 %		
Clay	9.8 %		
S=	2.63		
Natural Moisture	%		

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Terrebonne Jct. - Tumalo Rd
Hwy U.S. 97
Station 2.5 mi. S. of Bend
Depth 0.1 - 2.0'
Hole # 5
To be used Subgrade
Prefix No.
County Deschutes
Date 12-29-54
Designed by [illegible]

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.



Hveem Resistance Value "R" 0-9 Oil Mat

Data Sheet No A41456

Lab. No. 353925

LL 22

PI 0

Pass 200 Screen 46.6 %

HYDROMETER ANALYSIS:

Particles larger than

.1 0 mm 3.4 %

Coarse Sand 17.9 %

Fine Sand 35.2 %

Silt 29.0 %

Clay 14.5 %

G 2.63

Natural Moisture 4

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear Light Traffic 7.0

Minus Rock Reduction

Minus Wearing Surface

Plus 50% Increase 2.0

Plus Wearing Surface

Total Base & Wear 9.0

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Ferebanks Jct - Brooks Rd

Hwy F.A.S. 658

Station 5.0 mi. South of S.P.

Depth 0.5 - 1.5

Hole # 6

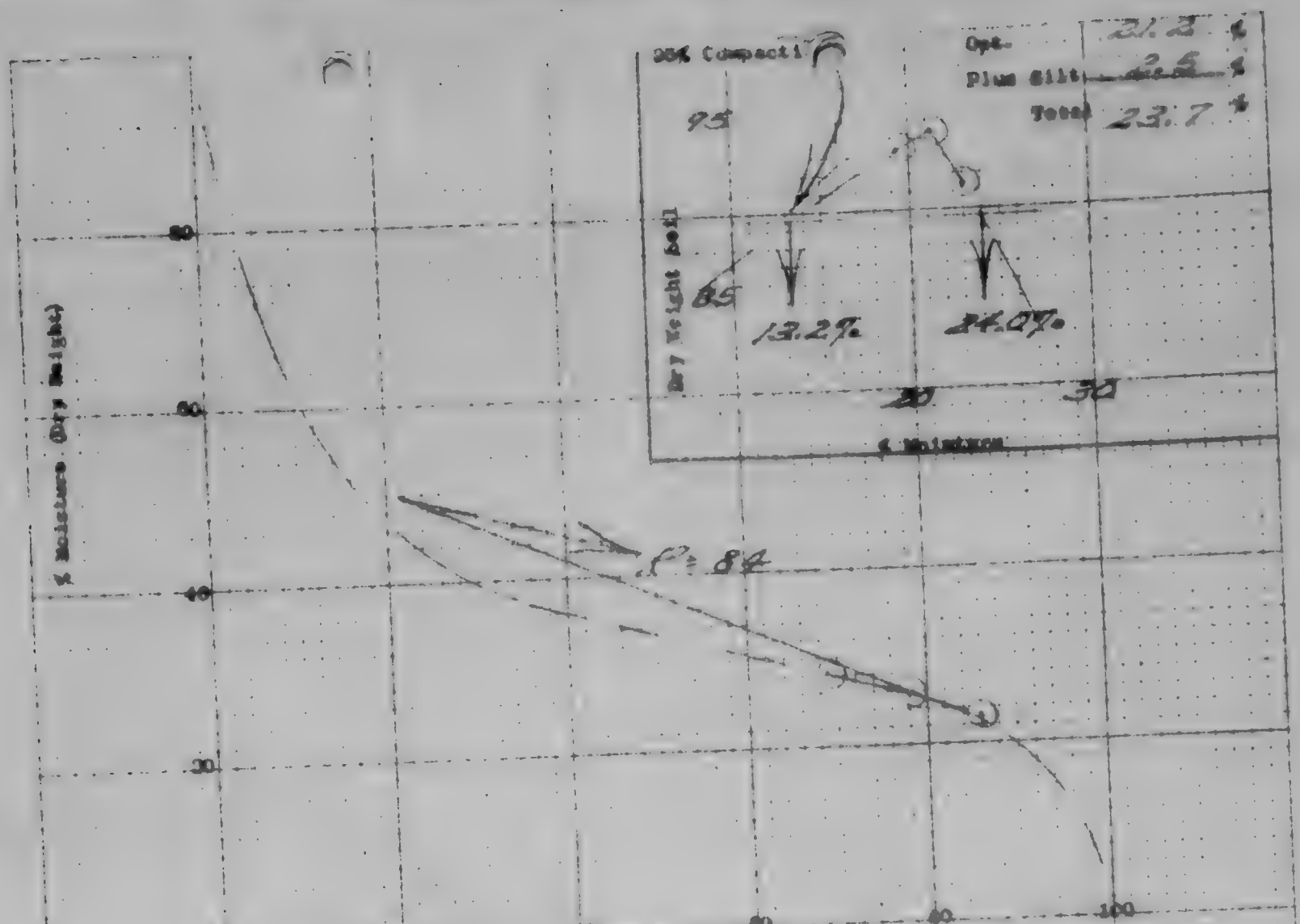
To be used Subgrade

Profile No.

County Deschutes

Date 12-29-54

Designed by



Hveem Resistance Value 78

Data Sheet No. A41457

Lab. No. 353926

LL 23

PI 0

Pass #200 Screen 43.1 %

HYDROMETER ANALYSIS:

Particles larger than

.1 0 mm 5.5 %

Coarse Sand 18.1 %

Fine Sand 40.5 %

Silt 24.1 %

Clay 11.8 %

S- 2.62

Natural Moisture %

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

0-9 0.1 Mat

Base & Wear Light Traffic 7.0

Minus Rock Reduction —

Minus Wearing Surface —

Plus 20% Increase 2.0

Plus Wearing Surface —

Total Base & Wear 9.0

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Terrebonne Jct.-Banks Rd.

Hwy F.A.S. 658

Station 3.5 mi. S. of S.O.P.

Depth 0.1-1.5'

Hole # 7

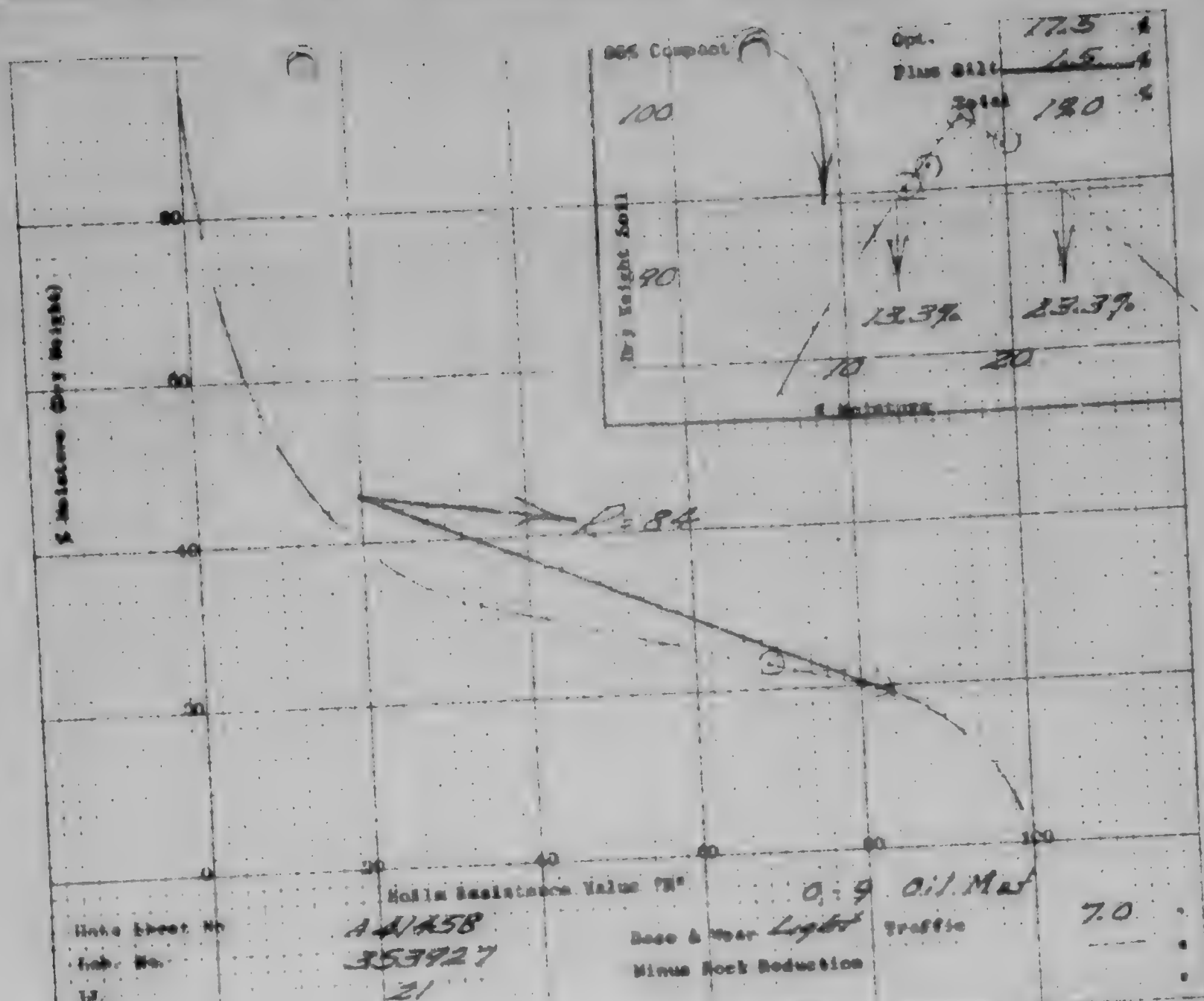
To be used - Subgrade

Profile No.

County - Deschutes

Date 12-29-54

Designed by



Units Sheet No. A-1458

Lab. No. 353927

LL 21

PI 0

Pass 200 Screen 27.6 %

HYDROMETER ANALYSIS:

Particles Larger than

2.0 mm 2.7 %

Coarse Sand 26.3 %

Fine Sand 39.0 %

Silt 14.9 %

Clay 17.2 %

S- 2.66

Natural Moisture %

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost heave prevail in area base depth should be 1/2 frost penetration

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Roseburg Vic. - Sandy R.

Hwy F.A.S. 658

Station 4.0 mi. South of S.O.P.

Depth 0-1.5

Hole # 8

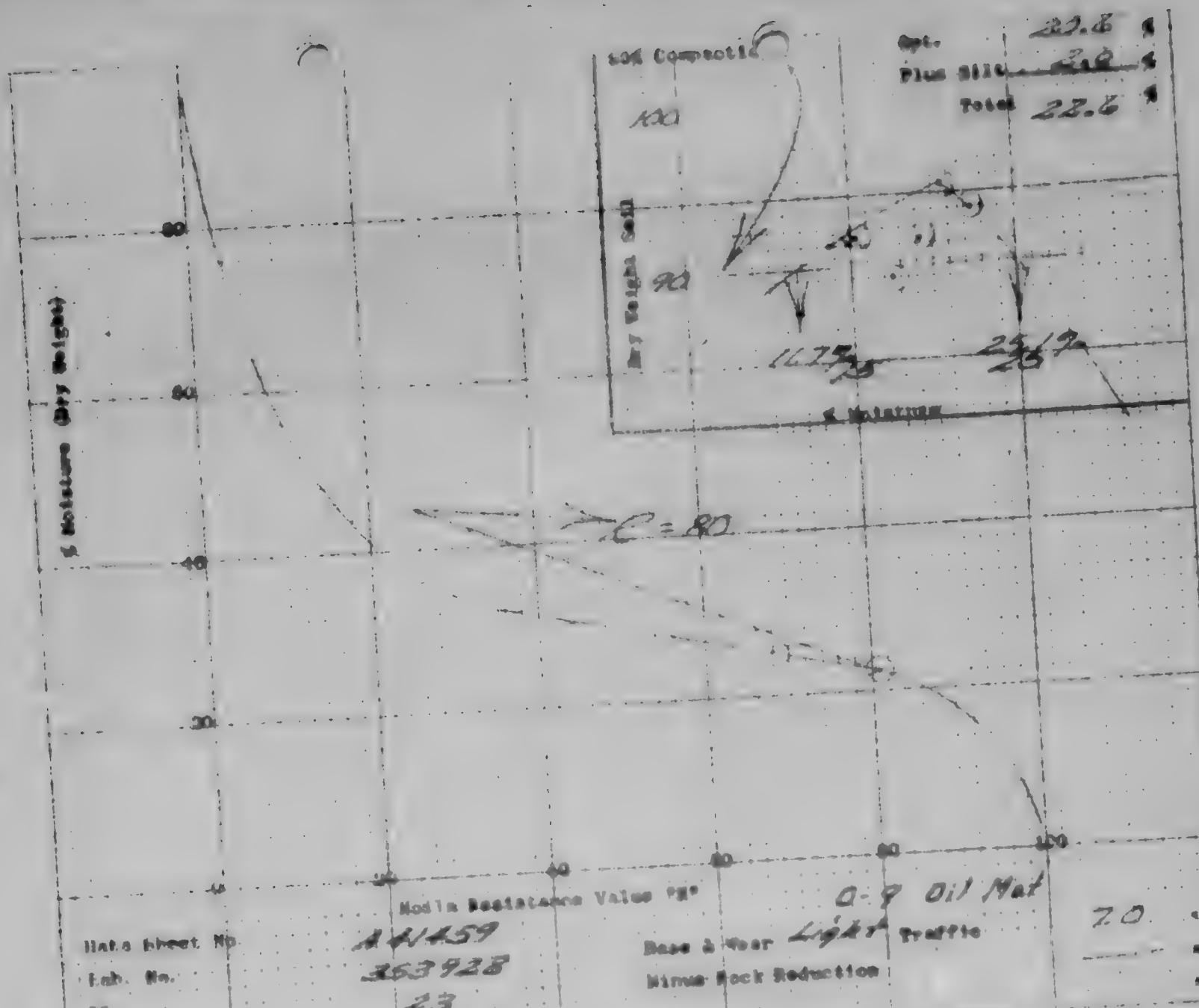
To be used - Subgrade

Prefix No.

County - Douglas

Date 12-30-54

Designed by G



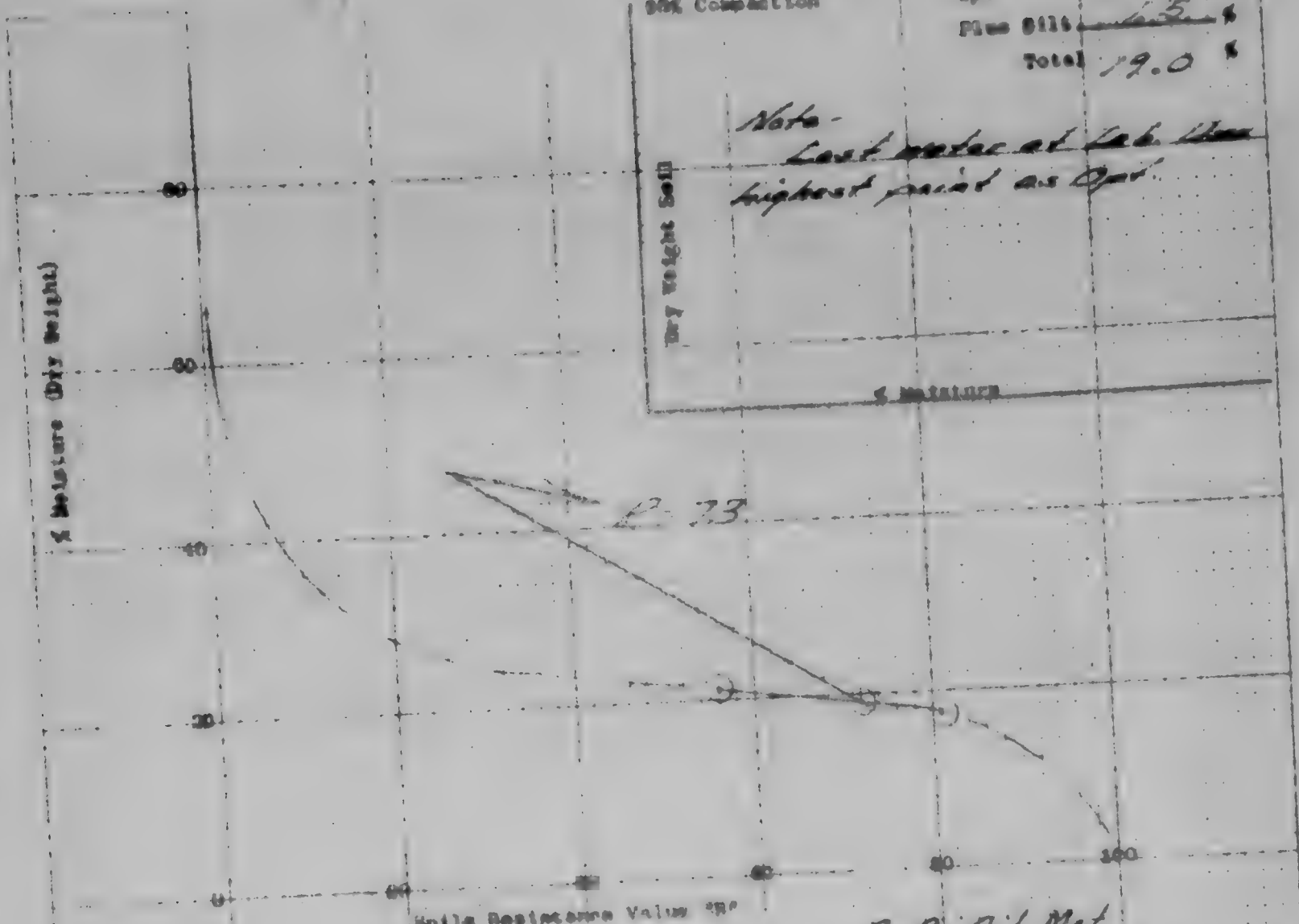
Hveem Resistance Value @ 0-7 Oil Mat

Mats Sheet No.	A4459	Base & Wear Light Traffic	20
Lab. No.	353928	Minus Rock Reduction	—
LL	23	Minus Wearing Surface	—
PI	0		
Pass 200 Screen	20.4 %	Plus 50% Increase	2.0
HYDROMETER ANALYSIS		Plus Wearing Surface	
Particles larger than		Total Base & Wear	2.0
.10 mm	10.7 %		
Coarse Sand	23.2 %		
Fine Sand	40.6 %		
Silt	18.8 %		
Clay	6.7 %		
S-	2.64		
Natural Moisture	4		

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Ferebaugh Ln. - Bend Rd.
Hwy F.A.S. 458
Station 4.5 mi. South of B.O.P.
Depth 0.1 - 1.5'
Hole # 9
To be used Subgrade
Prefix No.
County Deschutes
Date 12-30-54
Designed by

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For better purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1.2 frost penetration.



Hveem Resistance Value "R"

Data Sheet No	A-1420
Lab. No.	353929
LL	25
PI	0
Pass 200 Screen	28.3 %

HYDROMETER ANALYSIS

Particles larger than	
2.0 mm	44.7 %
Coarse Sand	10.4 %
Fine Sand	22.8 %
Silt	16.0 %
Clay	6.1 %
Sp	2.66
Natural Moisture	%

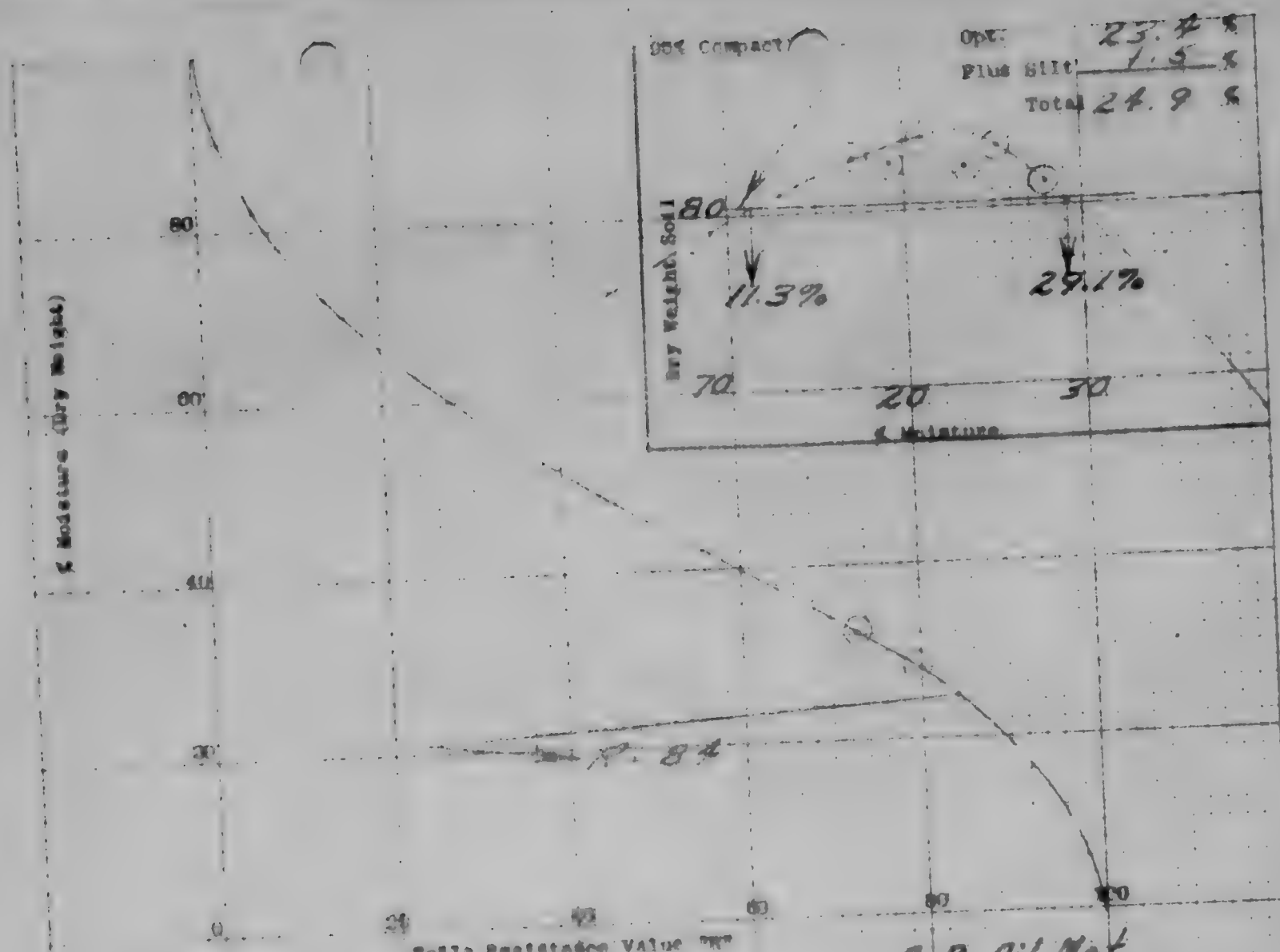
NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of road thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear	0-9 0.1 Mat Light Traffic 7.0
Minus Rock Reduction	—
Minus Wearing Surface	—
Plus 20% Increase	2.0
Plus Wearing Surface	
Total Base & Wear	9.0

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section	Tetherhammock-Franks Rd
Hwy	F.A.S. 658
Station	5.0 Mi. South of S.O.R.
Depth	.05-.5
Hole #	10
To be used	Subgrade
Profile No.	
County	Deschutes
Date	1-3-55
Designed by	N.



0-9 Oil Mat

Data Sheet No 44161

Lab. No. 353930

LL 29

PI 0

Pass 200 Screen 30.3 %

HYDROMETER ANALYSIS

Particles larger than

2.0 mm 4.7 %

Coarse Sand 21.2 %

Fine Sand 52.6 %

Silt 15.7 %

Clay 4.8 %

Sp 2.62

Natural Moisture %

Base & Wear Light Traffic 7.0

Minus Rock Reduction —

Minus Wearing Surface

Plus 25% Increase 2.0

Plus Wearing Surface —

Total Base & Wear 9.0

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be the frost penetration.

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Terrebonne Jct. - Prineville

Hwy F.A.S. 658

Station 5.5 Mi. South of B.O.P.

Depth 1.05 - 1.0

Hole # 11

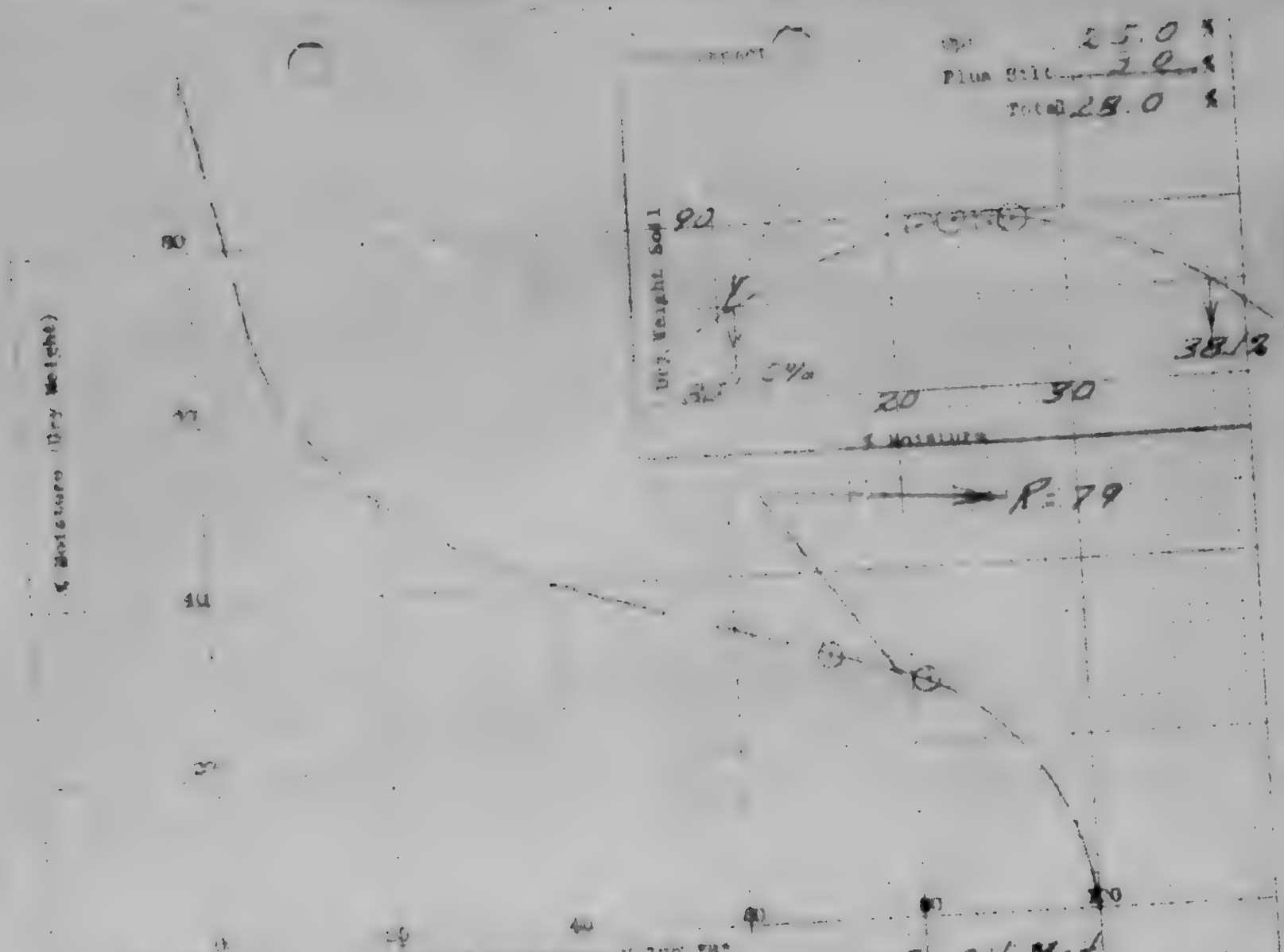
To be used Subgrade

Prefix No.

County Deschutes

Date 1-3-55

Designed by N.



25.0 %
Plus Silt 3.0 %
Total 28.0 %

Mat'l Source No
Lab. No.
LL 27
PI 9
Base 200 Sorpon 40.1 %

HYDROMETER ANALYSIS

Particles Larger than	
4.0 mm	23.8 %
Coarse Sand	13.9 %
Fine Sand	30.4 %
Silt	28.2 %
Clay	6.7 %
Sp	2.59

Natural Moisture %

NOTE

DISTRIBUTION

Base & Wear Light Traffic	7.0
Minus Rock Reduction	—
Minus Wearing Surface	2.0
Plus 25% Increase	
Plus Wearing Surface	2.0
Total Base & Wear	9.0

0.9 0.1 Mat

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Tumalo Jct. - Bend No. 2
Hwy F A S. 658
Station 60 M. South of B.O.P.
Date 05 65
Mile # —
Type and Subgrade
Profile #
County Deschutes
Coin 3.55
Designed by N.

FORM H-30 MSM 8-51 53315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Dec. 27, 1954

SUBJECT: Base Design Charts

To: Mr. W. E. Chandler
Division Engineer
Division IV
Bend, Oregon

RECEIVED
DEC 27 1954
ENGINEER
COUNTY & CITY RELATIONS

Dear Sir:

Reference is made to the Atkinson and Tumalo Road Section of the F. A. S. 657.

Enclosed you will find 2 base design charts prepared from laboratory tests, numbers 353161 and 353162.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

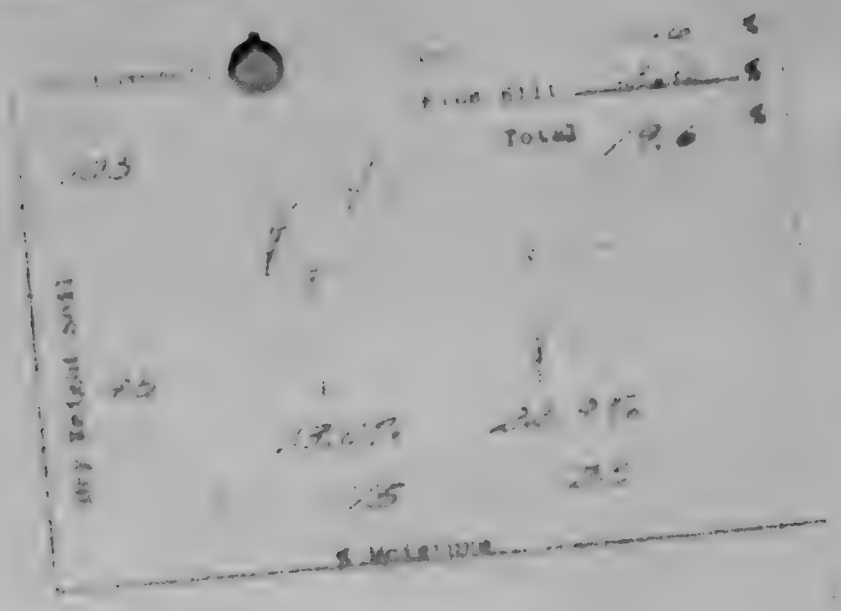
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber

Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
A. A. Peeples
J. R. Booth
County and City



Base & Gear

Minus Rock Reduction

Total Base & Gear

WASHOE STATE HIGHWAY DEPARTMENT

ROADS DIVISION

BASE DESIGN CHART

Section

Hwy

Location

Depth

Hole #

To be used

Profile No.

County

Date

Designed by

December 23, 1954

Deschutes County Court
Court House
Bend, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to advise that the B.P.R. has approved your requested additions of FAS 655 (Camp Polk Road), FAS 656 (Plainview Road), FAS 657 (Atkinson and Euston Roads), and FAS 658 (N. W. Market and Helmholz Roads), and FAS 659 (Phillips Road), to the FAS System. Please correct your maps showing the county FAS System accordingly.

Very truly yours,

NOTED
J. F. HAGEMANN

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. W. CATTRALL

S.T. #90

NOTED
V. P. JONES

NOTED
J. W. CATTRALL

November 3, 1954

NOTED
Harold C. Ayers

Deschutes County Court
Court House
Bend, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On October the 28th the Highway Commission approved the following additions to the County FAS System as requested by the County:

FAS 655 - Camp Polk Road
FAS 656 - Plainview Road
FAS 657 - Frank, Catlow, Atkinson, and Easton Roads
FAS 658 - Helmholtz and N. W. Market Roads
FAS 659 - Phillips and Whitmore Roads

These proposed additions to the County FAS System will now be submitted to the Bureau of Public Roads for approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

See ST #90

NOTED
Harold C. Ayers

NOTED
V. R. JONES

November 1, 1954

Deschutes County Court
Court House
Bend, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

On October 28th the Highway Commission approved for construction with Federal Aid Secondary funds the projects in Deschutes County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Bend and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

NOTED
Harold C. Ayers

NOTED
J. F. HACKMANN

DESCHUTES COUNTY
PROPOSED PROJECTS

FAS 655 - Indian Ford Creek-Cloverdale Junction, Approximately 4.6 Miles, $28,000. This section extends from the existing oil mat near Indian Ford Creek, easterly and southerly to the McKenzie State Highway approximately 2 miles west of Cloverdale.

The proposed project is to place a 20' wide 0-11 upon the roadbed prepared by Deschutes County.

FAS 656 - Plainview Section, Approximately 3.6 Miles, $14,000. This section extends from the McKenzie-Bend State Highway approximately 4 miles southeast of Sisters, southerly and easterly to the McKenzie-Bend Highway approximately 6 miles southeast of Sisters.

The proposed project is to place a 20' wide 0-9 upon the roadbed prepared by Deschutes County.

199(1)

FAS 657 - Atkinson and Euston Road Section, Approximately 1.8 Miles, $8,000. This section extends from the McKenzie State Highway approximately 1/2 mile west of the west city limits of Redmond, southerly 0.5 mile and westerly 1.3 miles to a county road intersection.

The proposed project is to place a 20' wide 0-9 upon the roadbed prepared by Deschutes County.

1-200(1)

FAS 658 - Terrebonne Junction-Franks Road Section, Approximately 6.3 Miles, $24,000. This section extends from the county road leading to the Diatomite Mine approximately 2 miles northwest of Terrebonne, southerly to the existing oil mat near Franks Road.

The proposed project is to place a 20' wide 0-9 upon the roadbed prepared by Deschutes County.

NOTE: The county plans to grade and base these sections to our survey during this winter and spring. Mr. MacAllister, County Roadmaster, should be contacted to work out details.

APPROVED BY HIGHWAY COMMISSION OCTOBER 28, 1954

10/19/54

S-180(1) Forest Boundary-Halfway Sec. 1955

#4458

S-180(1) Forest Boundary-Halfway Sec. 1955

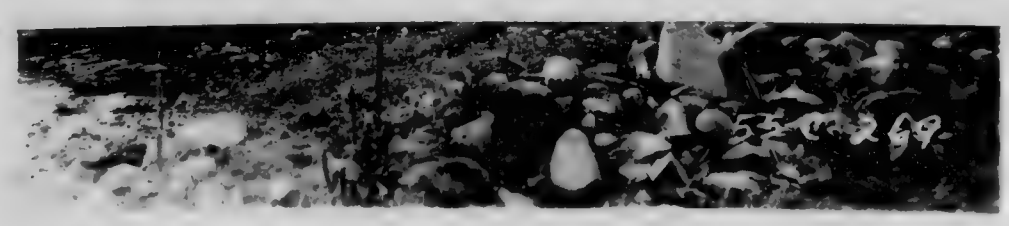
#4458

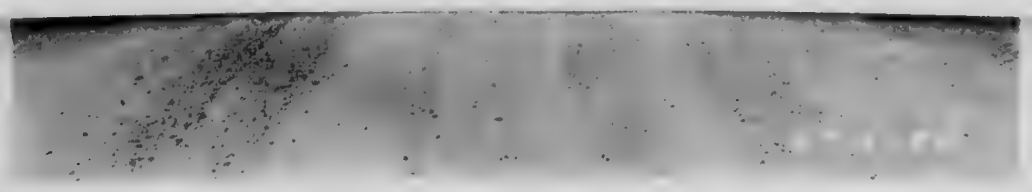
FAS 512 County Baker Contract No. _____

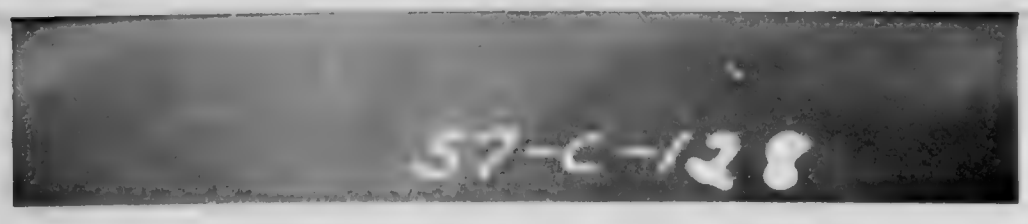
Section _____

Location _____

55 C-270 Bridge at [illegible]
10-5-57



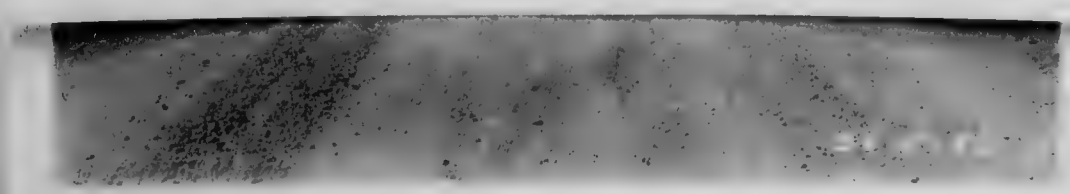


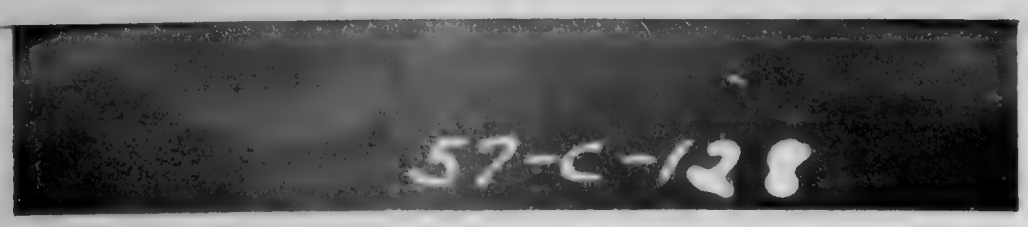


FAS_

Sect

Loca





1955 / 57

FAS

Sect

Loca

57-C-128

/55/57

FAS

Sec

Loc

NOTED
V. R. JON

NOTED
Harold C. Ayers

August 8, 1957

Baker County Court
Courthouse
Baker, Oregon

NOTED
John F. Hagemann

Contract 4458
S-180 (1)

Gentlemen:

Final costs are now available on the Forest Boundary-Halfway Section of FAS 512. As shown in the attached cost statement, a refund of $692.19 is due the county from the state. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Completed 8/8/56

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Baker — Contract No. 4458 — Date 8/8/57

FAS 512 — Section Forest Boundary-Halfway

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Total payments to contractor as per attached copy of final estimate voucher				$32,740.28
Construction engineering				6,526.34
TOTAL CONSTRUCTION COSTS				$39,266.62
FEDERAL FUNDS COLLECTED FOR PROJECT				$35,951.00

AGREED COUNTY SHARE OF TOTAL COST
(50% of difference between total cost and federal funds)

($39,266.26 - $35,951) x 1/2 = $11,657.8.

County Advance Deposit = $12,300.00
Less County Share Cost = 11,657.31

REFUND DUE COUNTY = $ 642.69

JFH:mm

To [illegible]

County Baker — Postoffice address Ontario, Oregon

Highway Pine Creek Road — Work done to August 8, 1936 — Contract No. 445B

Section Forest Boundary - Halfway — Prefix No. [illegible] (A1) — Estimate No. 7 Final

Items	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Crushed rock gravel in base	C.Y.	1.75	13,196	23,023.00	23,023.00	-
2. 3/4"-0 gravel in base & shoulders	C.Y.	2.25	3,020	6,795.00	6,795.00	-
3. Sprinkling	M/gal	3.00	368.4	1,105.20	1,105.20	-
4. Preparation of base	mile	200.00	3.31	662.00	662.00	-
5. 3/4"-0 gravel in binder course	C.Y.	3.50	410	1,435.00	1,435.00	-
6. Furn. & placing aggregates	C.Y.	3.50	2,093	7,325.50	7,325.50	-
7. MC-2 asphalt	ton	50.00	61.42	3,071.00	3,071.00	-
8. 150-300 asphalt	ton	46.00	135.84	6,520.32	6,520.32	-
9. RC-1 asphalt	ton	50.00	46.62	2,330.90	2,330.90	-
Mail items for 150-300 asphalt w/additive	ton	7.00	60.62	472.76	472.76	-

Highway Pine Creek Road — Work done to ... — Contract No. ...

Section Forest Boundary - Halfway — Prefix No. [redacted] (61) — Estimate No. 7 Final

Item	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Crushed rock gravel in base	c.y.	1.75	13,196	23,093.00	23,093.00	-
2. 3/4"-0 gravel in base & shoulders	c.y.	1.25	3,020	6,775.00	6,775.00	-
3. Sprinkling	M/gal	3.00	368.4	1,105.20	1,105.20	-
4. Preparation of base	mile	200.00	3.31	662.00	662.00	-
5. 3/4"-0 gravel in winter course	c.y.	3.50	410	1,435.00	1,435.00	-
6. Furn. & placing aggregates	c.y.	3.50	2,093	7,325.50	7,325.50	-
7. MC-2 asphalt	ton	50.00	61.42	3,071.00	3,071.00	-
8. 150-200 asphalt	ton	46.00	139.86	6,433.32	6,433.32	-
9. Road asphalt	ton	50.00	46.62	2,330.90	2,330.90	-
* Wax Flush for 150-200 asphalt w/additive	ton	7.00	60.62	472.76	472.76	-

RECEIVED
DEC 21 1956
FOR FILING

December 20th, 1956

FINAL COST ANALYSIS
Stone Base & Oiling
N. A. Toole, Contractor
R. R. Cameron, Resident Engineer

Pine Creek Road
Prefix 501-1026

Forest Boundary-Halfway Section
Contract #4458

448

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Crusher-run Gravel in Base	13,156	Cu. Yd.	$ 1.75	$ 2.09	$27,540.11	$23,023.00
3/4"-0 Gravel in Base and Shoulders	3,020	" "	2.25	2.63	7,939.52	6,795.00
Sprinkling	368.4	M/Gal.	3.00	2.54	934.13	1,105.20
*Preparation of Base	3.31	Mile	200.00	142.72	472.40	662.00
*3/4"-0 Gravel in Binder Course	410	Cu. Yd.	3.50	3.38	1,387.54	1,435.00
*Furnishing and Placing Aggregates	2,093	" "	3.50	3.54	7,423.35	7,325.50
**MC-2 Asphalt	61.42	Ton	50.00	43.48	2,670.38	3,071.00
**150-200 Asphalt	135.84	"	48.00	40.73	5,532.39	6,520.32
**RS-1 Asphalt	46.61	"	50.00	43.42	2,024.14	2,330.50
**PA #1, Extra for 150-200 Asphalt With Additive	60.61	"	7.80	6.50	393.97	472.76
					$56,317.93	$52,740.28

* Work done by Russell Olson Construction Co.
** Material furnished by Babler Bros.

RECEIVED
DEC 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

	Gross Revenue	Total Cost	Profit	Loss	Percent Profit	Percent Loss
N. A. Toole Construction Co.	$35,223.65	$40,948.36		$5,724.71		16.25%
Russell Olson Construction Co.	7,594.24	5,525.97	$2,068.27		27.23%	
Babler Bros.	9,922.39	9,843.60	78.79		0.79%	
	$52,740.28	$56,317.93		$3,577.65		6.78%

Detail of Cost
N. A. Toole

Labor:			
Labor		$13,307.80	
Labor Insurance		708.85	$14,016.65
Materials:			
Aggregate	350 Cu. Yd. at $3.05	$ 1,067.50	1,067.50
Equipment Rental & Misc. Supplies:			
Equipment Rental, Owned		$12,579.01	
" " , Hired		4,816.17	
Gas, Oil & Grease		4,170.24	
Freight		1,985.51	
P.U.C.		151.87	
Bond		262.50	
P.L. & P.D. Insurance		134.67	
Small Tools & Misc. Supplies		1,058.18	
Home Office & General Overhead		706.06	25,864.21
T o t a l C o s t			$40,948.36

Breakdown of Crushing Cost

	Quantity	Cost	Cost per Cu. Yd.
Move In & Set Up	18,329 Cu. Yd.	$ 3,124.32	$0.17
Strip Pit	" " "	739.60	0.04
Feed Crusher	" " "	7,915.68	0.43
Crushing	" " "	18,371.01	1.00
	18,329 Cu. Yd.	$30,150.61	$1.645

Detail of Cost
Russell Olson Construction Co.
Babler Bros.

*Labor:				
Labor			$3,048.11	
Labor Insurance			199.07	
				$ 3,247.18
**Materials:				
MC-2 Asphalt	61.42 Ton	at $25.25	$1,550.86	
150-200 Asphalt	135.84 "	" 22.50	3,056.40	
RS-1 Asphalt	46.61 "	" 25.20	1,174.57	
Nonstrip Additive	$6.50 Per Ton of Asphalt		393.97	
Freight on Asphalt			3,667.80	
				9,843.60
*Equipment Rental & Misc. Supplies:				
Equipment Rental, Owned			$1,029.79	
" " , Hired			500.00	
Gas, Oil & Grease			357.87	
Bond			105.00	
P.L. & P.D. Insurance			38.10	
Small Tools & Misc. Supplies			20.20	
Home Office & General Overhead			227.83	
				2,278.79
				$15,369.57

** Furnished by Babler Bros.

* Cost to Russell Olson Construction Co.	$ 5,525.97
** Cost to Babler Bros.	9,843.60
	$15,369.57

Remarks:

This was a "Federal Aid Secondary Project" calling for the constuction of 3.31 miles of stone base and shoulders and 3.31 miles of Type O-11 oil mat wearing surface on the Pine Creek Road in Baker County. The project was bid May 26th, 1955 and awarded June 7th, 1955. Work started October 25th, 1955 and was completed August 8th, 1956.

The contractor moved in his semi-portable crushing plant and set up and started crushing base rock October 25th, 1955, using the state-controlled gravel deposit located on the easterly side of and adjacent to the Pine Creek Road at Station 56+50. A considerable amount of stripping was encountered to open up the gravel deposit as a lot of silt had settled in this area. Water was another source of trouble to the contractor. The pit would fill with water, causing the contractor to keep a pump going in the pit at all times. The contractor continued crushing and hauling base rock until the cold weather and the freezing conditions shut down the hauling. The crushed material was then stockpiled until warmer weather in the spring. On December 9th, 1955 the contractor shut down all operations on this project and moved to another job. Moving back to this project in May 1956, setting up in a quarry located 1.5 miles from the north end of the project, expecting to crush the oiling aggregate from this site as he had a contract to produce rock for the Forest Service, but this rock proved to be unsuitable for oil rock so the crushing plant was moved back to the gravel source and set up and started producing 3/4"-0 and oiling aggregate on June 27th. However, the pit started filling with irrigation water from the adjoining fields, causing the rock to be too muddy for oil rock so material that had been stockpiled the previous year was used but was short 350 cubic yards so the contractor bought this amount from the State for $3.05 per cubic yard. He then moved a screening plant to the state stockpile located 1½ miles north of Halfway and screened out the amount to complete the oiling aggregate.

The oiling on this project was subcontracted to Babler Bros., but due to other work at the time they sublet it to Russell Olson Construction Co. to do the work and they furnished the asphalt.

The prime contractor suffered a loss on this project due to slow operations, inclement weather and moving in and out twice, extra work of stripping the pit and the water that was encountered in the fall and after the freezing weather started the pit froze, causing him to work two shifts in the pit. One shift was needed to rip enough material loose for the next day's operation.

M. N. Juve
Chief Cost Analyst

By . . C. E. Layton

V

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M. N. Juve
Chief Cost Analyst

By . . C. E. Layton

OREGON STATE HIGHWAY DEPARTMENT

S-180 (1)
4458

(date)
November 13, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4458	1-Final	W. A. Toole Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24178	M-165337	$ 1,582.27	11/13/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1955

Time Extensions: to Aug. 31, 1956

Completion Date: Aug. 8, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-15-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 15 1956

NOTED ON CARD

RECEIVED
NOV 1 1956
FOR FILING

-150(1)
41-3

November 1, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4458 for work performed on the Forest Boundary-Halfway Section of the Pine Creek Road in Baker County was completed by the contractor, M.A. Toole Construction Co., on August 8 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $1,582.21 will be released to the contractor on or after November 12, 1956. The total contract amount is $52,740.28 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

FORM S-128 500M REVISED 3-55

RECEIVED
OCT 10 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

STATE HIGHWAY
4458

October 8, 1956

W. A. Toole Construction Co.
Box 637
Ontario, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from October 15, 1955 to August 31, 1956 within which to complete your contract No. 4458, covering stone base and oiling on the Forest Boundary-Halfway Section of the Pine Creek Road in Baker County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

Kevin Laughlin,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
OCT 4 1956
FOR FILING
S-151 (1)
4458
CERTIFIED MAIL

October 4, 1956

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to N. A. Toole Construction Co. on contract No. 4458, covering the Forest Boundary-Halfway Section of the Pine Creek Road in Baker County. This payment, in the amount of $2,574.34, will be released to the contractor on or after October 15, 1956. The retained percentage is $1,582.21.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

NOTED
V. R. JONES

August 28, 1956

NOTED
Harold C. Ayers

Baker County Court
Courthouse
Baker, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4458, Forest Boundary-Halfway Section of FAS 512 in Baker County, was completed on August 8, 1956.

Under the terms of the maintenance agreement signed by the Court on May 17, 1955, and by the State Highway Commission on May 25, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
AUG 22 1956
FOR FILING

S-180(1)
445K

August 21, 1956

Oregon State Highway Commission

Request for extension of time
No. 3
September 27-28 meeting

Gentlemen:

Herewith request from B. A. Toole Construction Company for an extension of time on the Forest Boundary-Halfway Section, Contract No. 4456, from October 15, 1955 to August 31, 1956.

This contractor had several other State contracts during the period of this project and has been very cooperative in completing the projects most urgently needed by the State. While the overrun did cause some inconvenience to the local residents, it is my recommendation that the extension be granted without penalty.

Very truly yours,

M. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

EAP:ep fn

RECEIVED
AUG 20 1956
FOR FILING

-180 (1)
4458

-180 (1)
4458

August 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 8, 1956, on Contract No. 4458, Forest Boundary-Halfway Section, in Baker County, in connection with Federal Aid Project No. S-180(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DWP:ia

cc: John Cattrell

Form E-1—1M6—10-55

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 11, 1956

Section Forest Boundary - Halfway

Highway Pine Creek ~~XXXXXX~~ Road

Contractor N. A. Toole Const. Co.

Date of contract June 7, 1955, 19

Date work started October 25, 1955, 19

Project authorization . . . . . $ 61,890.75

Exclusive of Engineering . . . . . $ 57,489.63

Kind of work Stone Base & Oiling

Section prefix 501-1026

Contract number 4458

Date of completion October 15, 1955, 19

Estimated date of completion August 8, 1956, 19

Per cent of time elapsed Expired %

Estimated cost of completed project, exclusive of engineering . . . . . $ 52,700

Estimated per cent ~~OVERRUN~~ or underrun . . . . . 4.25 %

Per cent of contract completed, based on total contract price . . . . . Completed %

Engineering authorization . . . . . $ 4,401.12

Engineering cost to date $ 5,800, 132% %

Date project was completed August 8, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor maintained the final seal until Wednesday, August 8, at which time all of his equipment was removed from the project.

Baker County now has a blade with wire brush available for maintaining the surfacing. The County is also proceeding with the bridge rails on the Clear Creek Bridge at about station 79.

Routed

RECEIVED
AUG 13 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
L. H. Young

NOTED

Signed R. Cameron

Address Halfway, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
C. E. PAULSEN

NOTED
V. D. WOLFE

State Printing 69713

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		3.31		3.31	
Miles partially completed					
Miles completed		3.31		3.31	
Total estimated quantities (contract)		17,400		258 ton	
Total quantities corrected to date		16,176		243.8	
Estimated quantities moved or placed to date		16,176		243.8	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				4	
Average force on project for week				1	
Men 1					
Supervision 0					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ...1..., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair all week		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OCT 31 1955
FOR FILING

-1-C (1)
4458

October 28, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 25, 1955 on Contract No. 4458, Forest Boundary-Halfway Section in Baker County, in connection with Federal Aid Project No. S-100(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

EEP:bb

RECEIVED
OCT 11 1955
FOR FILING

S-17-()
11-4-5

October 11, 1955

Honorable Lloyd Rea
County Judge of Baker County
Baker, Oregon

Dear Judge Rea:

In reply to your letter of October 1, let me say that I am indeed sorry that contractor H. A. Toole will not be able to complete construction and oiling of the East Pine Creek-Forest Boundary project this year. We, however, upon receipt of your letter, recontacted Mr. Toole, as we had several times previously, and demanded that he make every effort to at least get the crushed rock surfacing materials on the project this year so that you would have a smooth traveled surface. He has agreed to do this and advises that he will start work on the project next week and believes that he will be able to place all of the rock surfacing yet this year. The oiling, of course, will have to be postponed until next summer.

Mr. Toole has usually performed his work in a quite creditable manner and within reasonable time limits. This year he had some two or three jobs and, with normal weather conditions, could have completed them in seasonable time. As you will recall, however, we had a very bad spring and very little work could be accomplished by our road contractors during the months of April and May and early June, which is ordinarily good seasonal weather. We will make every effort to see that contractor Toole completes this project as early as is compatible with weather conditions next spring.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

WCW:me lg

32

FORM EDO—90M—2-55—92906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5th, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer

With reference to your Assignment #6119. This is in connection with the letter by County Judge Lloyd Rea in which he points out the fact that the Pine Creek-Forest Boundary project at Halfway has not been started and expresses concern over its condition for winter use.

Division Engineer Parson advises that he has contacted the contractor, N. A. Toole, who has indicated he will start work on the Halfway project next week. It is expected that the surfacing can be put on yet this fall. The oiling, of course, will have to be postponed until next summer.

L. H. Young
Ass't. Construction Engineer

LHY:AR

32

FORREST L. HUBBARD, Circuit Judge
GEORGE P. NEWTON, District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
FRED C. T
UNNAR S
MABEL C
MYRTLE
THAD P.
WALLAC

CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUARY, SECOND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon

Baker, Oregon

Oct. 1, 1955

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

ASSIGNMENT

Date: October 4, 1955 **No. 6119** **By Drew**

Description: Letter of October 1 by Lloyd Rea, County Judge of Baker County, regarding N. A. Toole's contract on East Pine Creek-Forest Boundary Section. County is concerned because it is not yet started.

Acknowledged by____ Referred to Smith

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: Advise me of status. Can Toole get crushed rock smoothing course on this fall?

PLEASE RETURN TO
W. C. WILLIAMS

Executed 10 [illegible] Report Received_____

ract was let to Mr. N. A.
construction and oiling
Boundary project in Halfway,
as to be Oct. 15, 1955.

the grading and putting
ad and pit run on the changes.
stressed to be sure and
the start of the contract.
naturally very rough and
he contract is not yet
ather will soon be very

what you could do to
eel that the contractor
the contract and then
l it. We also realize
the same time, if he
let someone else have

I recently wrote Mr. Parson, at LaGrande and he wrote Mr. Toole.

Any information will be appreciated.

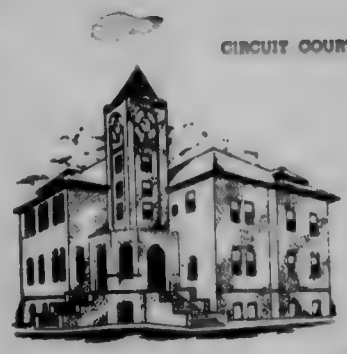
Yours very truly,
Lloyd Rea
County Judge

RECEIVED
OCT 4 1955
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Williams.
By State Highway Engineer

32

FORREST L. HUBBARD, Circuit Judge
GEORGE P. NEWTON, District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
FRED C. THOM, Sheriff
UNNAR STEVENS, Assessor Protem
MABEL C. RAGSDALE, Treasurer
MYRTLE E. LEE, School Superintendent
THAD P. BEATTY, Coroner
WALLACE MAXWELL, Water Master



CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUARY, SECOND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon

Baker, Oregon

Oct. 1, 1955

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

On May 26, 1955, the contract was let to Mr. N. A. Toole, Ontario, Oregon, for the construction and oiling of our East Pine Creek-Forest Boundary project in Halfway, Oregon. The completion date was to be Oct. 15, 1955.

The County agreed to do the grading and putting in the pipes and change the road and pit run on the changes. Our part was done and we were stressed to be sure and get out part done on time for the start of the contract. The pit run on the changes is naturally very rough and we are quite concerned that the contract is not yet started. As you know, the weather will soon be very disagreeable in that area.

We were wondering just what you could do to help us in this matter. We feel that the contractor has not done us right to take the contract and then not make any effort to fulfill it. We also realize that he is a busy man, but at the same time, if he could not handle it, why not let someone else have the contract.

I recently wrote Mr. Parson, at LaGrande and he wrote Mr. Toole.

Any information will be appreciated.

Yours very truly,
Lloyd Rea
Lloyd Rea
County Judge

RECEIVED
OCT 3 1955
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Williams.
By State Highway Engineer

1732

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Ore.
County Baker
Project No. S-180(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 2nd day of Aug., 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 8th day of February, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 3.313 miles of 2-lane intermediate type surfacing
(Character of work)

between FAS 505 at Halfway and a county road junction in Section 29, T. 7 S., R. 45 E., W.M.,
(Control points)

consisting of 3.313 miles of roadway and no (Number) bridges totaling [illegible] miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirty-seven thousand, five hundred and 00/100 dollars ($37,500.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is sixty thousand, five hundred fifteen and 40/100 dollars ($60,515.40).

Comm—DC—32651

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title)

By Chas H Rynerds

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By

Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-190(1)

FOREST BOUNDARY-HALFWAY SECTION

OF THE POLE CREEK ROAD IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Type: Scale 5231
Roadway (Sta. 0+00 to Sta. 174+93)(Contract No. 4458)

14,200 cu.yds.	Crusher-run Gravel in Base	$ 1.75	$ 24,850.00
3,200 cu.yds.	3/4" - 0 Gravel in Base and Shoulders	2.25	7,200.00
430 M-gals.	Sprinkling	3.00	1,290.00
3.31 miles	Preparation of Base	200.00	662.00
400 cu.yds.	3/4" - 0 Gravel in Binder Course	3.50	1,400.00
2,000 cu.yds.	Furnishing and Placing Aggregates	3.50	7,000.00
70 tons	MC-2 Asphalt	50.00	3,500.00
144 tons	190-200 Asphalt	48.00	6,912.00
44 tons	RS-1 Asphalt	50.00	2,200.00
	Subtotal		$ 55,014.00
	10% Engr. & Contg.		5,501.40
	Total		$ 60,515.40

Length of Roadway 3.313 miles
Cost of Roadway per mile $18,266.04

Federal Funds	$ 37,500.00
State Funds	11,507.70
County Funds	11,507.70
	$ 60,515.40

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Baker County with the Highway Department.

RECEIVED
JUL 18 1955
FOR FILING

S-180(1)
1458

B.

July 18, 1955

W. A. Toole Construction Co.
P. O. Box 637
Ontario, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4443, for oiling and rock production on the Rome-Maintenance Station Section of the I.O.M. and Crane-Scotts Butte Highway in Malheur County, awarded May 26, 1955.

Contract No. 4458, for stone base and oiling on the Forest Boundary-Halfway Section of the Pine Creek Road in Baker County, awarded June 7, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

Form A-150—10M—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Ayers

NOTED
R. R. JONES

NOTED
J. F. HAGEMANN

Baker County
Baker, Oregon

Attn: County Court

Invoice No. 39471

Date June 7, 1955

Your Req. No.

Billing Request No. 80-162

Credit distribution: 501-1026-297

Advance Deposit	12,350.00
Partial transfer county's share total cost. Forest Boundary-Halfway county FAS project, covered by agreement dated May, 1955	10,000.00
To be retained	$ 2,350.00

RECEIVED
JUN 8 1955
ENGINEER
CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V.R

NOTED
J. W. CATTRALL

June 7, 1955

Baker County Court
Court House
Baker, Oregon

J. F. HAGEMANN

NOTED

Gentlemen:

This is to acknowledge receipt of an advance deposit of $12,350 in connection with the Forest Boundary-Halfway section of FAS 512. Contract No. 4458 was awarded to N. A. Toole Construction Company, and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:

NOTED
V. R. JONES

Salem, Oregon
June 6, 1955

NOTED
Harold C. Ayers

Mr. W. C. Williams
O F F I C E

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

We have received this date an advance deposit of $12,350 from Baker County in connection with the Forest Boundary-Halfway section of FAS 512. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

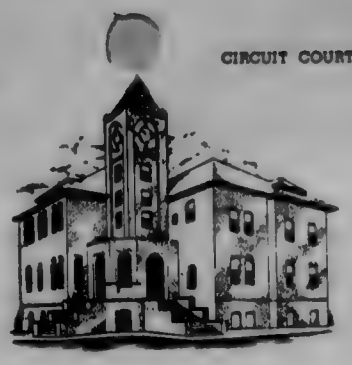
By

John F. Hagemann
Assistant Engineer

JFH:[redacted]

cc: S. H. Probert

FORREST L. HUBBARD, Circuit Judge
GEORGE P. NEWTON, District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
FRED C. THOM, Sheriff
UNNAR STEVENS, Assessor Protem
MABEL C. RAGSDALE, Treasurer
MYRTLE E. LEE, School Superintendent
THAD P. BEATTY, Coroner
WALLACE MAXWELL, Water Master



CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUARY, [illegible]ND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon

Baker, Oregon

June 2, 1955

NOTED
J. F. HAGEMANN

Mr. John W. Cattrall
Engineer, County-City Relations
State Highway Department
Salem, Oregon

NOTED
Harold C. Ayers

Dear John:

Enclosed you will find the check for $12,350.00, as our 20% of the Forest Boundary-Halfway section of the FAS program. - Fas 512

Now, as for the next project on the FAS program, the Court would like to request that start on FAS number 506, between Baker and Haines and go due west as far as the 57.000.00 will go. We would like to get 3½ miles if possible. Also, what would be the chance of getting a blinker light for the R. R. Crossing. This would be the same as the one on the Pocahontas crossing of #506.

Hoping you find everything in order, and with best regards, I remain,

Baker Co. warrant no. 5382
for $12,350.00 to acctg div.
advance fund 6-6-55
FQuarry

Sincerely,
Lloyd Rea
Lloyd Rea
County Judge

NOTED
J. W. CATTRALL

RECEIVED
JUN 6 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 6 1955
ENGINEER
COUNTY-CITY RELATIONS

NOTED
V. R. JONES

May 27, 1955

NOTED
[illegible]

Baker County Court
Court House
Baker, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

On May 26th the Highway Commission received a satisfactory bid from W. A. Toole Construction Company of Ontario for construction of the Forest Boundary-Halfway section of FAS 512. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$55,014.00
12-1/2% Engineering & Contingencies	6,876.75
Estimated Total Cost.....	$61,890.75
Advance Deposit of 20%.....	$12,350.00

Please make this deposit by means of a check or warrant in the amount of $12,350 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
JUN 10 1955
FOR FILING

S-180 (1)
4458

June 7, 1955

N. A. Teale Construction Co.
1411 S. W. 3rd Avenue
Ontario, Oregon

Gentlemen:

The State Highway Commission on May 26, 1955 accepted your proposal for stone base and oiling the Forest Boundary-Halfway Section of the Pine Creek Road about 62 miles east of Baker in Baker County for the sum of $55,014 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4458.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: R. G. Savage, SIAC
H. G. Smith
S. H. Probert

NOTED
J. Mc C.

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle, Washington

Attention: Dorothy McCormack

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 7, 1955
11:05 a.m.

N. A. Teele Construction Co.
1211 S. W. 3rd Avenue
Ontario, Oregon

Contract for stone base and oiling Foreet Boundary-Halfway Section, Baker County for which you submitted low bid on May 26, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

Secretary

rn
Attach:

RECEIVED
JUN 9 1955
FOR FILING

File B

Maintenance 228
Finance 86

Salem, Oregon
June 6, 1955

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Baker County covering the Forest Boundary-Halfway Section of FAS 512 in Baker County.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one copy of each has been sent to the County Court of Baker County.

Secretary

rm
Attach:

FORM E30—80M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1955

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering the Forest Boundary-Halfway Section of FAS 512 in Baker County.

Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. These copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on August 9, 1954.
April 13, 1955

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 4-13-55 Minute Page 43

Secretary

FORM E30—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1955

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering the Forest Boundary-Halfway Section of FAS 512 in Baker County.

Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. These copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on August 9, 1954.
April 13, 1955

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 4-13-55 Minute Page 43

Secretary

RECEIVED
JUN 7 1955
FOR FILING

S-180(1)
4458

S-180(1)

June 6, 1955

County Court of Baker County
Court House
Baker, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Baker County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Baker County covering the Forest Boundary-Halfway Section of FAS 512 in Baker County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUN 7 1955
FOR FILING

FORM E30—50M—10-54—79485
S-180 (1)
41.5 K
S-180(1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1955

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

L

NOTED
W. C. WILLIAMS

We have received this date an advance deposit of $12,350 from Baker County in connection with the Forest Boundary-Halfway section of FAS 512. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
JUN 6 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 1955
FOR FILING

S-180 (1)
4458

S - 180(1)

Salem, Oregon
June 1, 1955

Mr. John G. Herr

We have in the safe certified check No. 32427 from Hansen & Rowland, Inc. of Oregon, Portland, in the amount of $175.00, submitted as a proposal guarantee with their bid for Steel Bridge Insurance, May 25, 1955.

adv
ins
gen

We also have in the safe cashier's check No. 57665 in the amount of $3,000.00, submitted by Homer G. Johnson on May 26, in lieu of a proposal bond on the Forest Boundary-Halfway Section in Baker County.

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

FORREST L. HUBBARD, Circuit Judge
GEORGE P. NEWTON, District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
FRED C. THOM, Sheriff
UNNAR STEVENS, Assessor Protem
MABEL C. RAGSDALE, Treasurer
MYRTLE E. LEE, School Superintendent
THAD P. BEATTY, Coroner
WALLACE MAXWELL, Water Master

CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUA ECOND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon

Baker, Oregon

May 20, 1955

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Mr. John W. Cattrall,
Engineer, County and City Relations
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear John:

NOTED

Enclosed you will find the signed copies of the agreement and encroachment resolution on the Forest Boundary-Halfway section of FAS 512.

We can also advise you that we have made the arrangement of the right-of-way from Everett Baird. This was the last of the right-of-way problems.

NOTED
J. F. HAGEMANN

I am sorry you had to call again, John, But, I have really been busy.

Oh say, one other thing. Could you send me a copy of the rules and regulations regarding granting of rights-of-way for pipelines and other utilities along and accross State Highways. I would also appreciate a copy of the order granting such right, if you have such standard forms. We are having this pipe line coming through the County on this Natural Gas from New Mexico. Your help in this matter will really be appreciated.

Yours very truly,

Lloyd Rea
County Judge

lr/s

RECEIVED
MAY 23 1955
ENGINEER
COUNTY RELATIONS

ORS 758.010
amended by H.B. 34
relates to pole lines only.
No specific statute covering pipe lines.

S.B. 366 amending
ORS 374.305, .310 & .320
relates to approach roads to other facilities

Form cc-12 (1954 Rev.)

OREGON PROJECT S-180(1)
FAS 512

R E S O L U T I O N

5-17-55

WHEREAS, a county road in Baker County, State of Oregon, known as the Pine Creek County Road, is routed through the County of Baker, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Baker County, the section adopted for improvement being more particularly described as follows; to wit:

From the Whitman National Forest Boundary, southerly to FAS 505 at Halfway, a distance of 3.313 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Baker will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Baker County, Oregon, that no encroachments will be permitted on the county road known as the Pine Creek County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Baker County, Oregon, this 17 day of May, 1955.

By _____
County Judge

By _____
County Commissioner

By _____
County Commissioner

Attest:

_____
County Clerk

NOTED
Harold C. Ayers

NOTED
V. R. JONES

May 10, 1955

NOTED
J. W. CATTRALL

Baker County Court
Court House
Baker, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Forest Boundary-Halfway section of FAS 512 upon which bids will be received on May 26th.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project including engineering and contingencies is $61,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than October 15, 1955.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the encroachment resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than May 19th.

It would be appreciated if you would also advise as to the status of the right-of-way acquisition in connection with this project.

Very truly yours,

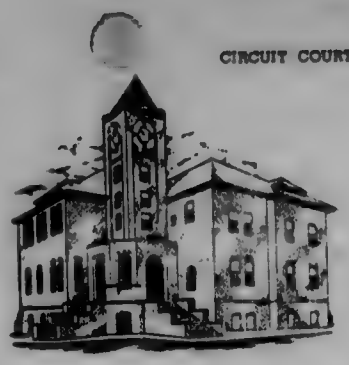
R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

FORREST L. HUBBARD, Circuit Judge
GEORGE P. NEWTON, District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
FRED C. THOM, Sheriff
UNNAR STEVENS, Assessor Protem
MABEL C. RAGSDALE, Treasurer
MYRTLE E. LEE, School Superintendent
THAD P. BEATTY, Coroner
WALLACE MAXWELL, Water Master



CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUARY, SECOND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon

Baker, Oregon

512

April 20, 1955

NOTED
J. W. CATTRALL

Mr. John W. Cattrall
Engineer, County and City Relations
Salem, Oregon

NOTED
V. R. JONES

Dear John:

This is in reply to your telephone call regarding the Forest Boundary to Halfway County Road.

We have set June 20, as the date of completion of the grading work.

Now, as for the right-of-way. We are in discussion with Mr. Baird, who lives in California. We do not have the tile yet, but are sure we will have by the time the contractor is ready.

As you know this road is in a very bad condition from spring breakup. Could you send me the report on what additional base you are planning? We are quite worried about this, as we want to be sure we have enough. We cannot afford to lose the job once is is complete. In fact, we have doubts if 12 inches of base is enough on some of the spots.

Yours very truly

Lloyd Rea
County Judge

NOTED
J. F. HAGEMANN

RECEIVED
APR 21 1955
ENGINEER
COUNTY RELATIONS

NOTED
V. R. JONES

Salem, Oregon
April 7, 1955

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

Judge Rea of Baker County has advised by letter of April 2nd that the county has obtained a deed to the gravel pit formerly owned by Paul and Helen Springer. This pit is specified for use in connection with the Forest Boundary-Halfway section of the Pine Creek County Road, FAS 512, in Baker County.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: V. G. O'Neil

CONV

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

April 5, 1955

Honorable Lloyd Rea
Baker County Judge
Court House
Baker, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of your letter of April 2nd advising that Baker County has obtained a deed for the gravel pit to be used for the Forest Boundary-Halfway project on FAS 512. On February 9th we mailed you copies of an option for property to be obtained from Everett Baird, et ux, for right of way and stockpile site in connection with this same project. It would be appreciated if you would advise us as to the status of this right of way acquisition.

If the county has no objection we would like to accept bids on this project at the Highway Commission meeting the latter part of May. In order to do this we would need to state in our specifications the approximate date the county expects to complete its grading and gravel work. If this is agreeable to the county, please advise by letter and give us the approximate completion date for the county work as well as the status of the right of way acquisition.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

FORREST L. HUBBARD, Circuit Judge
GEORGE P. NEWTON, District Attorney
LLOYD REA, County Judge
R. M. PHIPPS, Huntington, Ore.
GILL C. WRIGHT, New Bridge, Ore.
Commissioners
GRANT A. YOUNG, County Clerk
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UNNAR STEVENS, Assessor Protem
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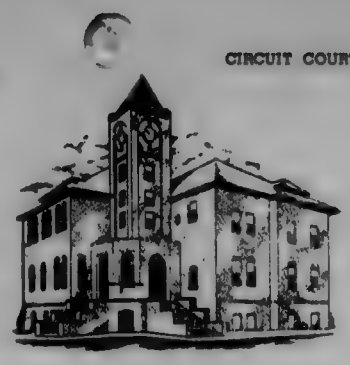

CIRCUIT COURT CONVENES FIRST MONDAY IN FEBRUAR[illegible]ECOND MONDAY IN JUNE, FIRST MONDAY IN NOVEMBER
COUNTY COURT CONVENES FIRST WEDNESDAY IN EACH MONTH
PROBATE COURT CONVENES FIRST MONDAY IN EACH MONTH

Baker County, Oregon

Baker, Oregon

April 2, 1955

NOTED
J. W. CATTRALL

Mr. John W. Cattrall
Engineer, County-City Relations
Salem, Oregon

Dear John:

We have the deed from Paul and Helen Springer covering the gravel pit for use on the Forest Boundary-Halfway section of FAS 512.

The snow is beginning to leave over in that part of the County. So, maybe we can get started before to long now.

Yours very truly,

Lloyd Rea

Lloyd Rea
County Judge

NOTED
J. F. HAGEMANN

RECEIVED
APR 5 1955
ENGINEER
COUNTY-CITY RELATIONS

RECEIVED
APR 5 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

March 18, 1955

NOTED
Harold C. Ayers

Honorable Lloyd Rea
Baker County Judge
Court House
Baker, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Enclosed are four copies of an option form for use in obtaining a gravel pit required in connection with the Forest Boundary-Halfway section of FAS 512. Also enclosed are two prints of a map showing the property covered by the option.

Please advise this office when negotiations for this property have been completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
J. F. HACKLEMANN

FORM E30—50M—4-54—74966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

March 17, 1955

RECEIVED MAR 18 1955 COUNTY & CITY RELATIONS

SUBJECT: File No. 22971
Forest Boundary-Halfway Section
Forest Boundary County Road

To:
Mr. John W. Cattrall
County & City Relations Engineer
O F F I C E

Dear Mr. Cattrall:

Attached you will find option form in quadruplicate covering property to be acquired for a gravel pit in connection with the Forest Boundary-Halfway Section of the Forest Boundary County Road in Baker County, together with copy of statement of information.

Also attached are two prints of 1R-5-655 covering this area and bearing our date of March 14, 1955.

File No.	Name	Area
22971	Paul A. Springer et ux	4.05 acres

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:ls
Attached: Option form in quad
& 2 prints of 1R-5-655

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. A

Salem, Oregon
February 7, 1955

Ha: 512

SUBJECT: Forest Boundary-Halfway Section
Halfway-East Pine Mkt. Rd. #14

To: Mr. John W. Cattrall
County and City Relations Engineer
O F F I C E

Dear Mr. Cattrall:

Attached you will find a duplicate of the option form submitted to you under date of January 20, 1955, covering right of way and a stockpile site to be acquired in connection with the Pine Creek-Halfway Unit of the Forest Boundary-Halfway Section of the Halfway-East Pine Mkt. Road #14 in Baker County.

Our Division Office informed Mr. Chidsey today that the County Court of Baker County received Map #7B-30-15 covering this area but the option had not been received; therefore, the attached duplicate option is sent to you for transmittal to Baker County.

	NAME	ADDRESS	AREA
22799	Everett Baird, et ux	3901 Workman Road,	Parcel 1 & 2 1.3 acres

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:lw
Enc: 1 option
cc: R. L. Porter
cc: Fred Morgan

RECEIVED
FEB 9 1955
ENGINEER
COUNTY RELATIONS

Mailed 4 Ref. 2
2/9/55

#12

NOTED
Harold C. Ayers

January 21, 1955

Honorable Lloyd Rea
Baker County Judge
Baker, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Enclosed are four copies of an option form covering property to be acquired for right of way and stockpile site in connection with the Forest Boundary-Halfway FAS project on FAS 512. Under separate cover we are sending three prints of a map covering the area involved.

Please return one signed copy of the option to this office after execution.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HALLMANN

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

FORM ESO—80M—6-54—74886

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
January 20, 1955

SUBJECT: File No. 22799
Forest Boundary-Halfway Section
Halfway-East Pine Mkt. Rd. #14

To:
Mr. John W. Cattrall
County & City Relations Engineer
O F F I C E

Dear Mr. Cattrall:

Attached you will find option form in quadruplicate covering property to be acquired for right of way and stockpile site in connection with the Pine Creek-Halfway Unit of the Forest Boundary-Halfway Section of the Halfway-East Pine Mkt. Rd. #14 in Baker County, together with copy of statement of information.

Also attached are 3 prints of Map No. 7B-30-15 covering this area and bearing our date of 1-18-55.

File No.	Name		Area
22799	Everett Baird et ux	Parcels 1 & 2	1.3 acres

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:ls
Attach: Option form in quad.
3 prints Map 7B-30-15

NOTED
Harold C. Ayers

MEMO
TO J. W. Nash
DATE: 1/18/55

NOTED
J. W. CATTRALL

Forest Boundary-Halfway Section
FAS Route No. 512

This project extends from a county road junction near the Whitman National Forest boundary southerly to a connection with the Halfway-Cornucopia Highwat at Halfway. The county is presently reconstructing this road to a gravel surface 26 feet in width.

The proposed project is to place additional base material and construct a type O-11 oiled surface 20 feet in width with 2-foot shoulders.

This road serves the irrigated farming and cattle raising area north of Halfway. It also serves as a connection to the Whitman National Forest.

Within the limits of the project is a steel pony truss bridge 50'-8" in length with a horizontal clearance of 17'-10" and a frame trestle bridge 46' in length with a horizontal clearance of 19'-4". Both bridges are structurally adequate.

Length of Project = 3.31 miles.

Funds:

Federal	~~xxxxxx~~	$39,000
State	~~xxxxxx~~	$13,000
County		13,000
	Total....	$65,000

INC
J. F. HALLMANN

Baker

Salem, Oregon
December 31, 1954

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

The field data for the Forest Boundary-Halfway Section of the Pine Creek County Road, FAS 512, Baker County, has been examined and found to be consistent with the project as proposed by the County and approved by the Highway Commission.

The first 16 items of the summary on the profile are being done by the County and the FAS project is for the base material and oil mat only.

Please advise this office of the reviewed engineer's estimate as soon as possible so that we may contact the County re additional funds if required.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: Mr. V. G. O'Neil

Salem, Oregon
December 31, 1954

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

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The first 16 items of the summary on the profile are being done by the County and the FAS project is for the base material and oil mat only.

Please advise this office of the reviewed engineer's estimate as soon as possible so that we may contact the County re additional funds if required.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: Mr. V. G. O'Neil

FORM E-90 SSM 8-51 50018

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Nov. 30, 1954

SUBJECT: Base Design Charts

To: Mr. A. F. Passmore
Division Engineer
Division V
La Grande, Oregon

Dear Sir:

Reference is made to the Forest Boundary - Halfway Section of the F. A. S. 312 Highway Baker 20.

Enclosed you will find 9 add. base design charts prepared from laboratory tests, numbers 351960, 352826, 352827, 352828, 352829, 352830, 352831, 352832, and 352833.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
E. E. Loughlin
County and City
W. P. Milne

RECEIVED
DEC 10 1954
ENGINEER
OF ... RELATIONS

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1020H

CLEARPRINT PAPER CO. NO. 7310 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

95% Compaction

Opt. 14.8 %
Plus Silt 1.5 %
Total 16.3 %

115
105
Dry Weight Soil

12.2% 19.2%

10 20

% Moisture

80
60
40
20
0

% Moisture (Dry Weight)

P = 74

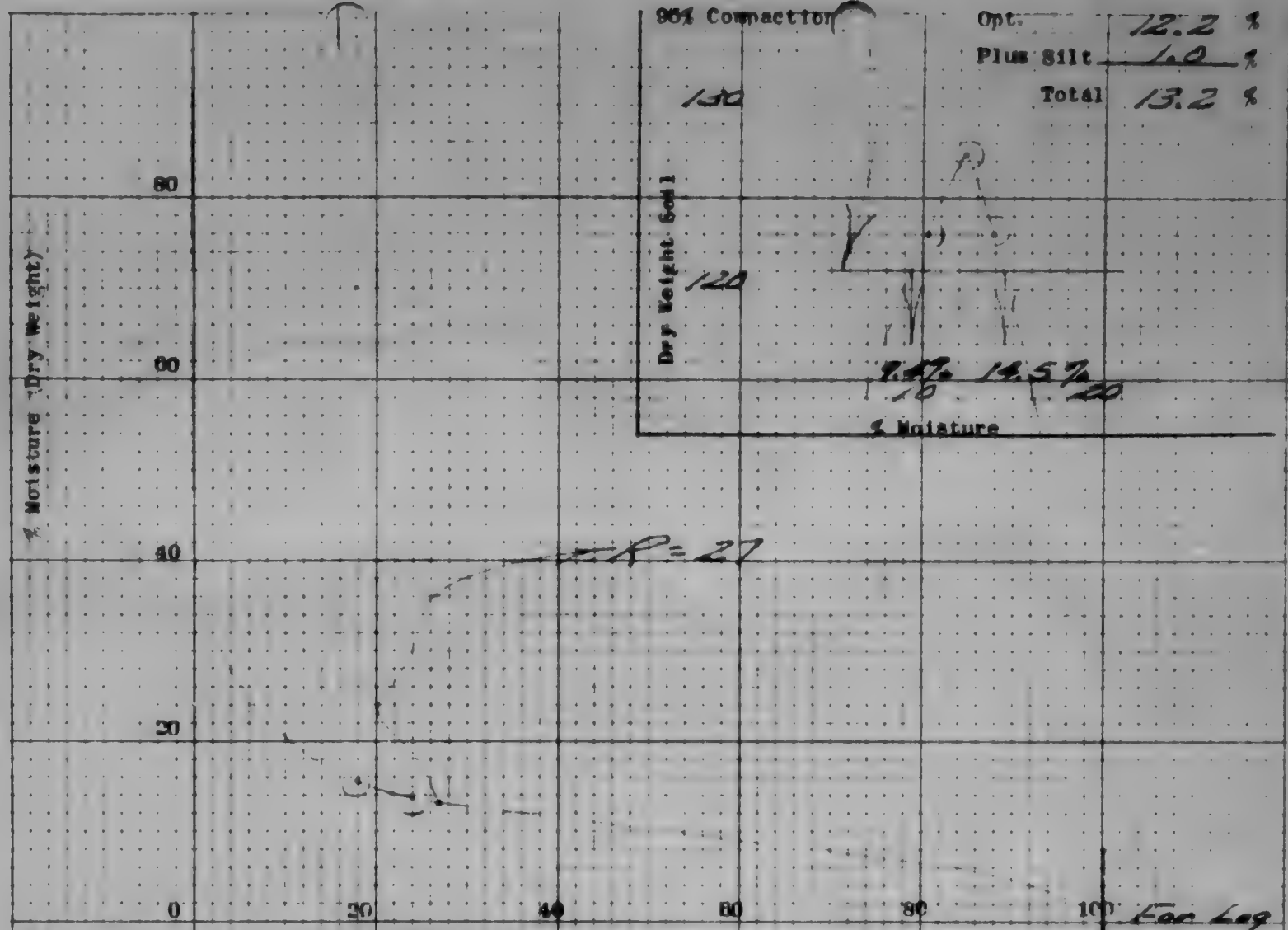
0 20 40 60 80 100 Far Log Traffic

Soils Resistance Value "R"

Data Sheet No.	A38510		LM	M
Lab. No.	35/960	Base & Wear Traffic	8.5	10.0 "
LL	26	Minus Rock Reduction	—	— "
PI	0			
Pass 200 Screen	22.7%	Minus Wearing Surface	—	— "
HYDROMETER ANALYSIS				
Particles larger than		Plus 25% Increase	2.0	2.5 "
2.0 mm	57.9 %	Plus Wearing Surface	—	— "
Coarse Sand	1.1 %	Total Base & Wear	10.5	12.5 "
Fine Sand	12.0 %			
Silt	14.3 %	OREGON STATE HIGHWAY DEPARTMENT		
Clay	4.7 %	SOILS DIVISION		
PI	2.7%	BASE DESIGN CHART		
Natural Moisture	%	Section Forest Lvry - Halfway		
		Hwy F.A.S. 512		
		Station 147, 10' Et. of Rd.		
		Depth - 0-4'		
		Hole #		
		To be used Subgrade		
		Prefix No.		
		County - Baker		
		Date - 11-29-54		
		Designed by J		

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For fine grained soils it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cut and fills. If frost boils prevail in area base depth should be 1/2 frost penetration



Foil's Resistance Value "R" 0.1 Mat L.M Traffic M

Data Sheet No.	A38501			
Lab. No.	552826	Base & Wear Traffic	9.0	11.5 "
LL	23	Minus Rock Reduction	0.5	1.5 "
PI	6		8.5	10.0 "
Pass 200 Screen	22.1 %	Minus Wearing Surface	—	— "
HYDROMETER ANALYSIS				"
Particles larger than		Plus 25% Increase	2.0	2.5 "
2.0 mm	62.4 %	Plus Wearing Surface	—	— "
Coarse Sand	9.3 %	Total Base & Wear	10.5	12.5 "
Fine Sand	9.6 %			
Silt	12.2 %			
Clay	6.5 %			
P	2.83			
Natural Moisture	%			

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Forest Sdry - Halfway
Hwy FAS 512
Station 1+00, E
Depth - 0-0.5'
Hole # 1
To be used Subgrade.
Prefix No.
County Baker
Date 11-29-54
Designed by B

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cut and fills. If frost boils prevail in area base depth should be 3/4 frost penetration.

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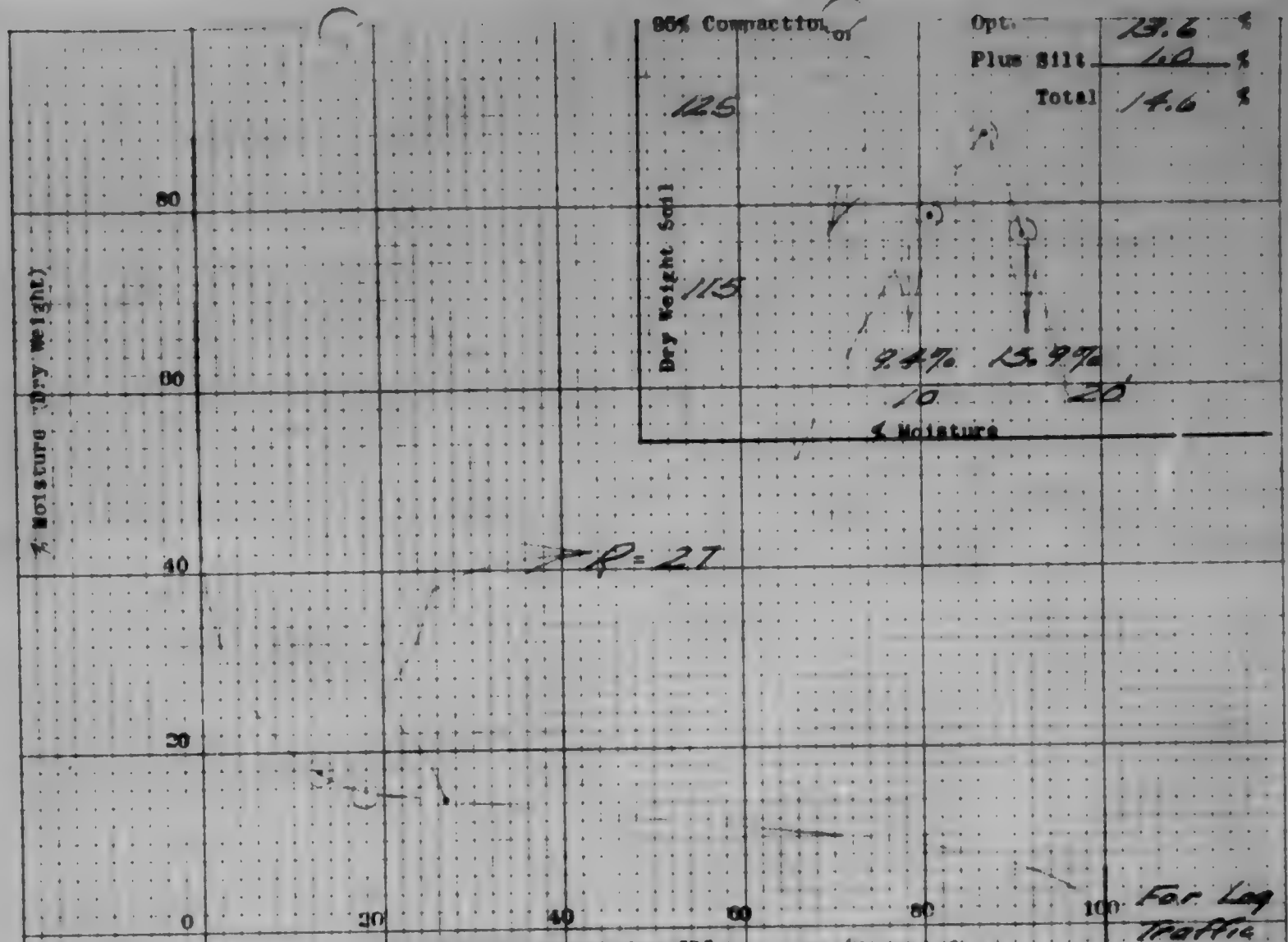
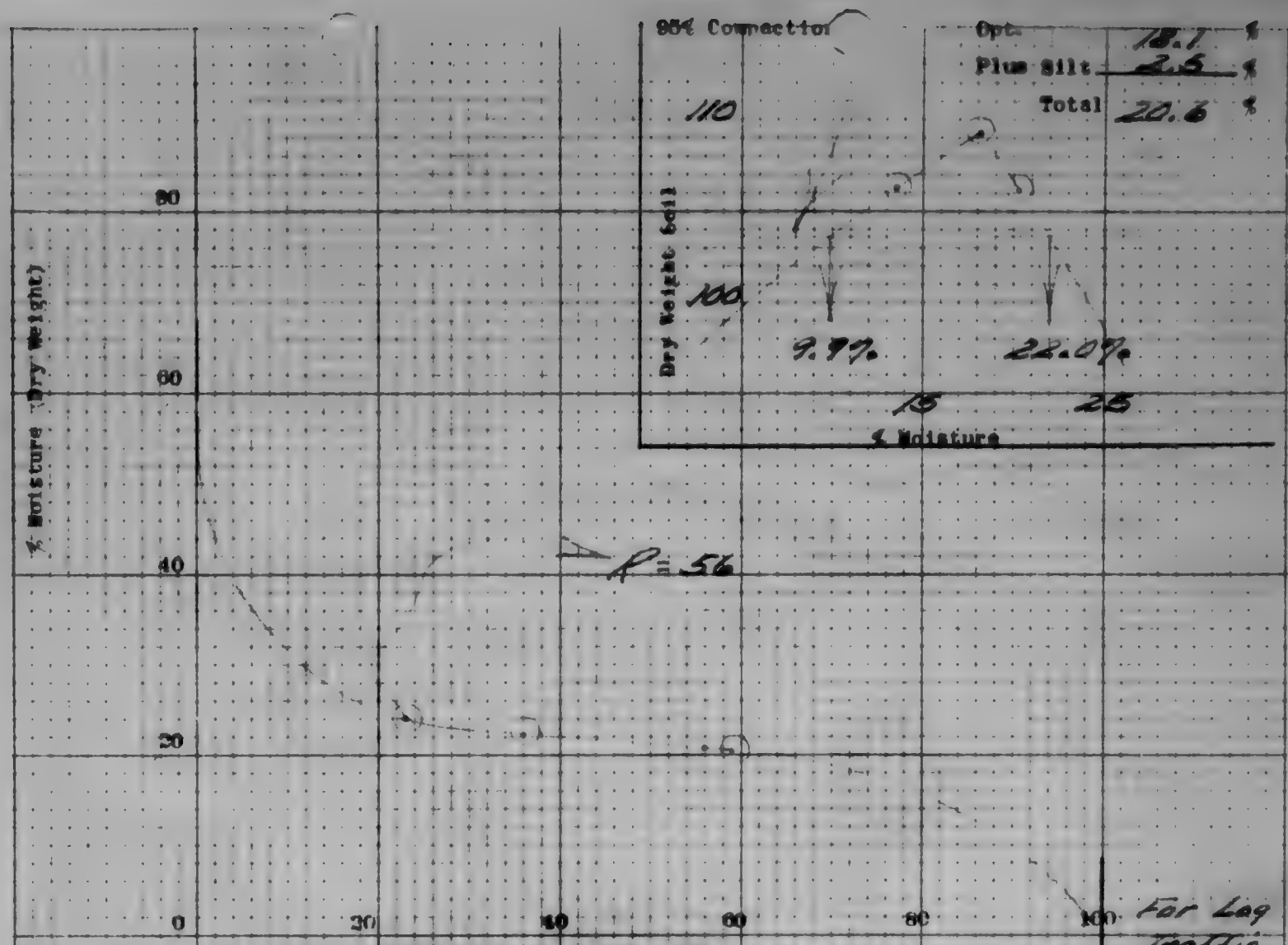
CLEARPRINT PAPER CO. — TRISO 10 DIVISIONS PER INCH BOTH WAYS 20 X 100 DIVISIONS



For Log Traffic

Data Sheet No.	A38501			
Lab. No.	352827			
LL	28	Oil Mat	LM	M
PI	8	Base & Year Traffic	9.0	11.5 "
		Minus Rock Reduction	0.5	1.5 "
			8.5	10.0 "
Pass 200 Screen	18.2 %	Minus Wearing Surface	—	— "
HYDROMETER ANALYSIS				
Particles larger than		Plus 25% Increase	2.0	2.5
2.0 mm	12.3 %	Plus Wearing Surface	—	—
Coarse Sand	5.6 %	Total Base & Wear	10.5	12.5 "
Fine Sand	6.0 %			
Silt	10.0 %	OREGON STATE HIGHWAY DEPARTMENT		
Clay	6.1 %	SOILS DIVISION		
Σ	2.79	BASE DESIGN CHART		
Natural Moisture	%	Section Forest Boby - Halfway		
		Hwy FAS 312		
NOTE		Station 1+00, E		
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by the soil and the possible reduction of this thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area base depth should be 1/2 frost penetration		Depth 0 - 3.0'		
		Hole # 1		
		To be used Subgrade		
		Prefix No.		
		County Baker		
		Date 11-29-54		
		Designed by B		

CLEARPRINT PAPER CO. NO. 1 TO 10 DIVISIONS PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H



For Log Traffic

Data Sheet No.	A38501			LM	M
Lab. No.	352828	Base & Tear	Traffic	8.5	10.0 "
LL	32	Minus Rock Reduction		—	— "
PI	6				"
Pass 200 Screen	44.1%	Minus Wearing Surface		—	— "
HYDROMETER ANALYSIS					"
Particles larger than		Plus 25% Increase		2.0	2.5 "
2.0 mm	36.5%	Plus Wearing Surface		—	— "
Coarse Sand	9.3%	Total Base & Wear		10.5	12.5 "
Fine Sand	19.0%				
Silt	23.8%	OREGON STATE HIGHWAY DEPARTMENT			
Clay	11.4%	SOILS DIVISION			
G:	2.84	BASE DESIGN CHART			
Natural Moisture	%	Section Forest Adcy - Halfway			
		Hwy FAS 512			
NOTE		Station 20+00			
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this plot and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area base depth should be 1/2 frost penetration		Depth - 0.4' - 3.0'			
		Hole # 3			
		To be used Subgrade			
		Prefix No.			
		County Baker			
		Date 11-29-54			
		Designed by J			

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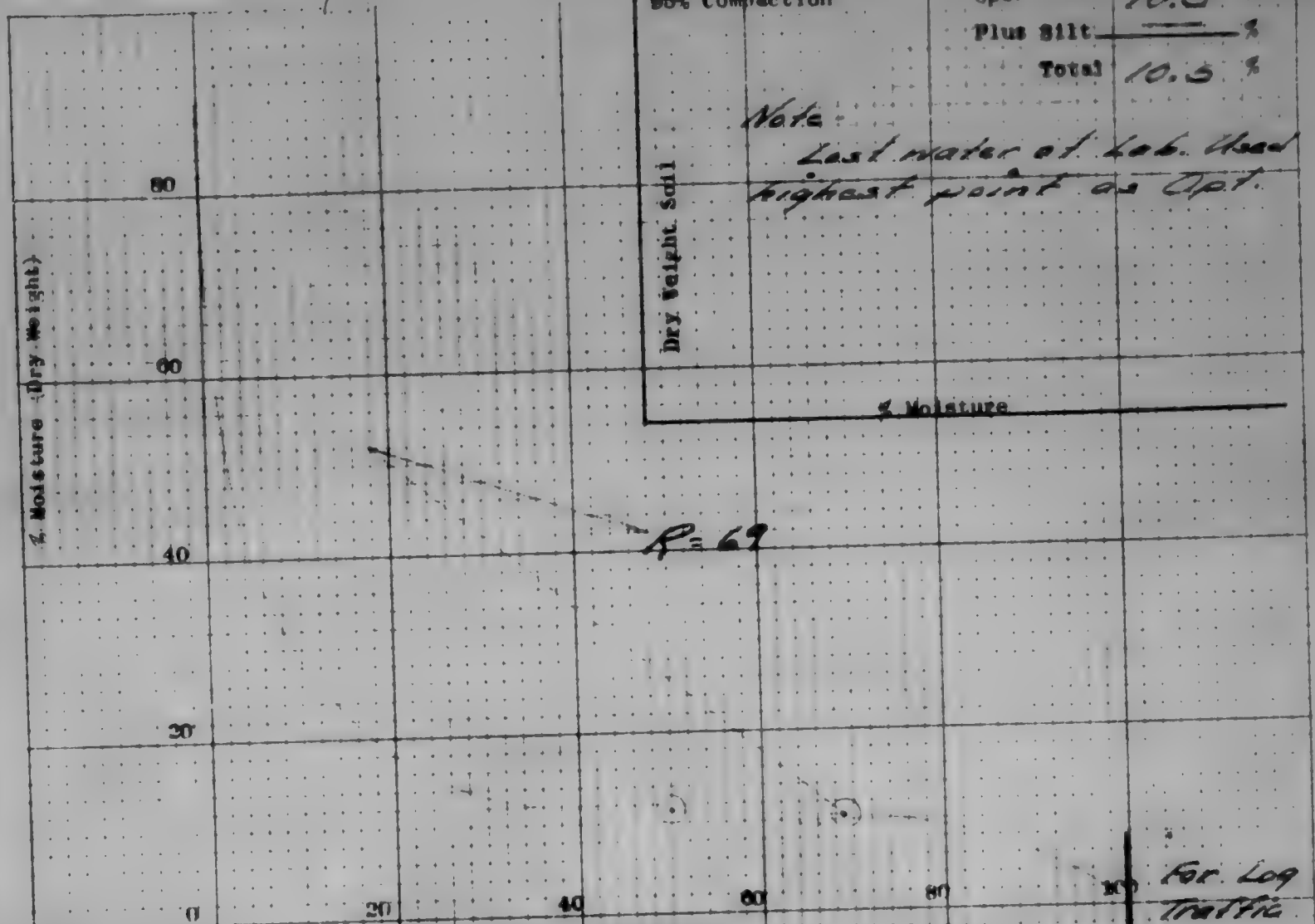
CLEARPRINT PAPER CO. NO. 7318H 10 DIVISIONS PER INCH BOTH WAYS 70 x 100 DIVISIONS

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H

95% Compaction

Opt. 10.5 %
Plus Silt —— %
Total 10.5 %

Note
Last water of Lab. Used
highest point as Opt.



For Log Traffic

Soils Resistance Value "R"

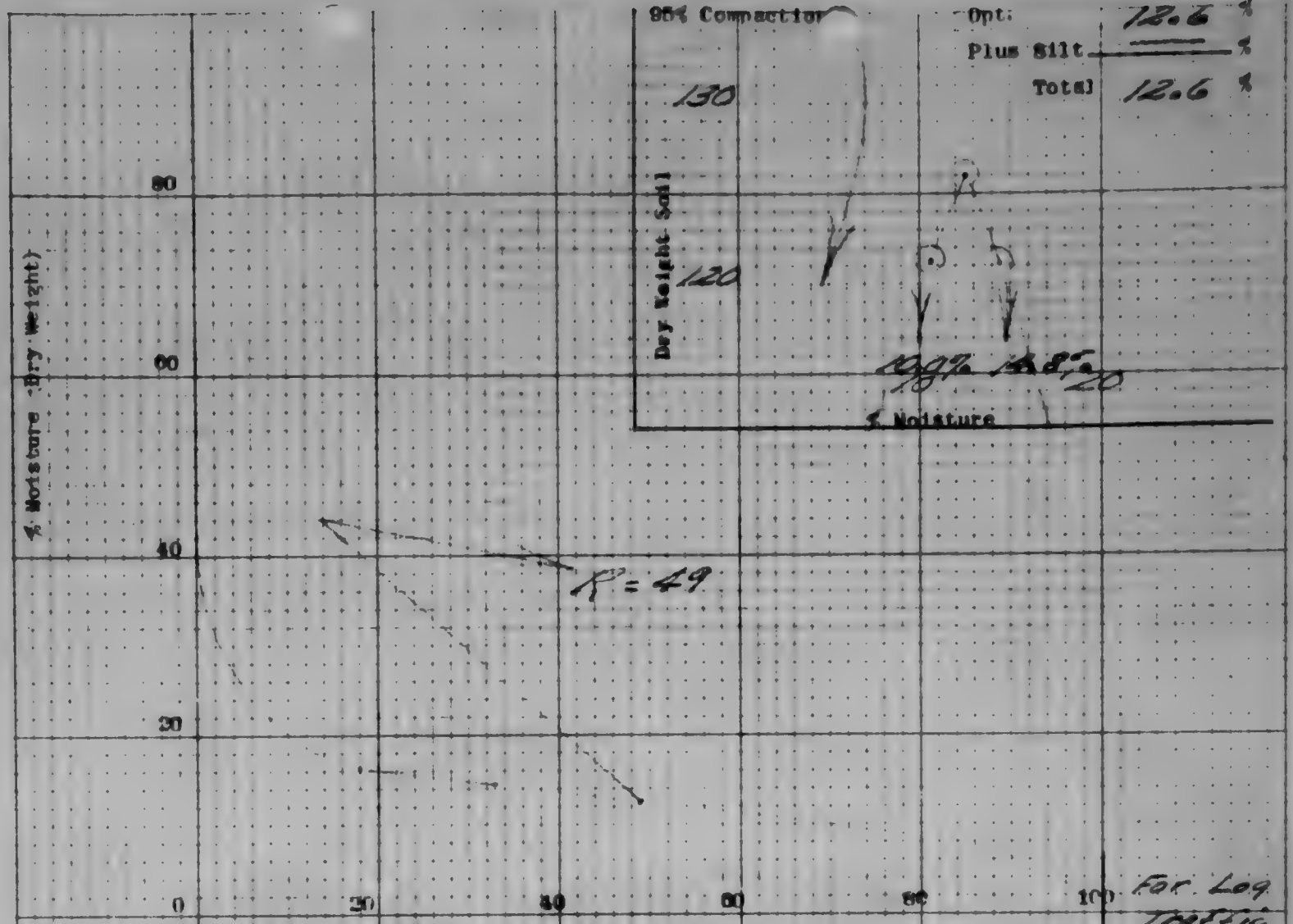
		LM	M
Data Sheet No	A38501		
Lab. No.	352829		
LL	19		
PI	0		
Base & Wear	Traffic	8.5	10.0
Minus Rock Reduction		——	——
Minus Wearing Surface		——	——
Plus 25% Increase		2.0	2.5
Plus Wearing Surface		——	——
Total Base & Wear		10.5	12.5
Pass 200 Screen	12.9%		
HYDROMETER ANALYSIS			
Particles larger than			
2.0 mm	64.3%		
Coarse Sand	15.5%		
Fine Sand	8.1%		
Silt	7.9%		
Clay	2.2%		
ϕ	2.86		
Natural Moisture	%		

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Forest Bldg - Halfway
Hwy FAS 512
Station 55+00, 5' Rt.
Depth - 0-0.2'
Hole # 5
To be used - Subgrade
Prefix No.
County - Baker
Date - 11-29-54
Designed by J

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cut and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

CLEARPRINT PAPER CO. NO. 1STH TO 10 DIVISIONS PER INCH BOTH WAYS IN 1 AND DIVISIONS



For Log Traffic

Data Sheet No.	A28501		LM	M
Lab. No.	252830	Base & Year	Traffic 8.5	10.0 "
LL	21	Minus Rock Reduction	—	— "
PI	4			"
Pass 200 Screen	16.4%	Minus Wearing Surface	—	— "
HYDROMETER ANALYSIS				"
Particles larger than		Plus 2% Increase	2.0	2.5 "
2.0 mm	73.5%	Plus Wearing Surface	—	— "
Coarse Sand	5.0%	Total Base & Wear	10.5	12.5 "
Fine Sand	8.0%			
Silt	8.6%	OREGON STATE HIGHWAY DEPARTMENT		
Clay	4.6%	SOILS DIVISION		
Sg	2.78	BASE DESIGN CHART		
Natural Moisture	%	Section	Coast Bday - Haines	
		Hwy	FAS 512	
		Station	55+00, 5' Rt.	
		Depth	0.2 - 3.0'	
		Hole #	5	
		To be used	Subgrade	
		Prefix No.		
		County	Baker	
		Date	11-29-54	
		Designed by	S	

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cut and fills. If frost boils prevail in area base depth should be 1/3 frost penetration.

CLEARPRINT PAPER CO. NO 73100 10 DIVISIONS PER INCH BOTH WAYS 20 X 100 DIVISIONS
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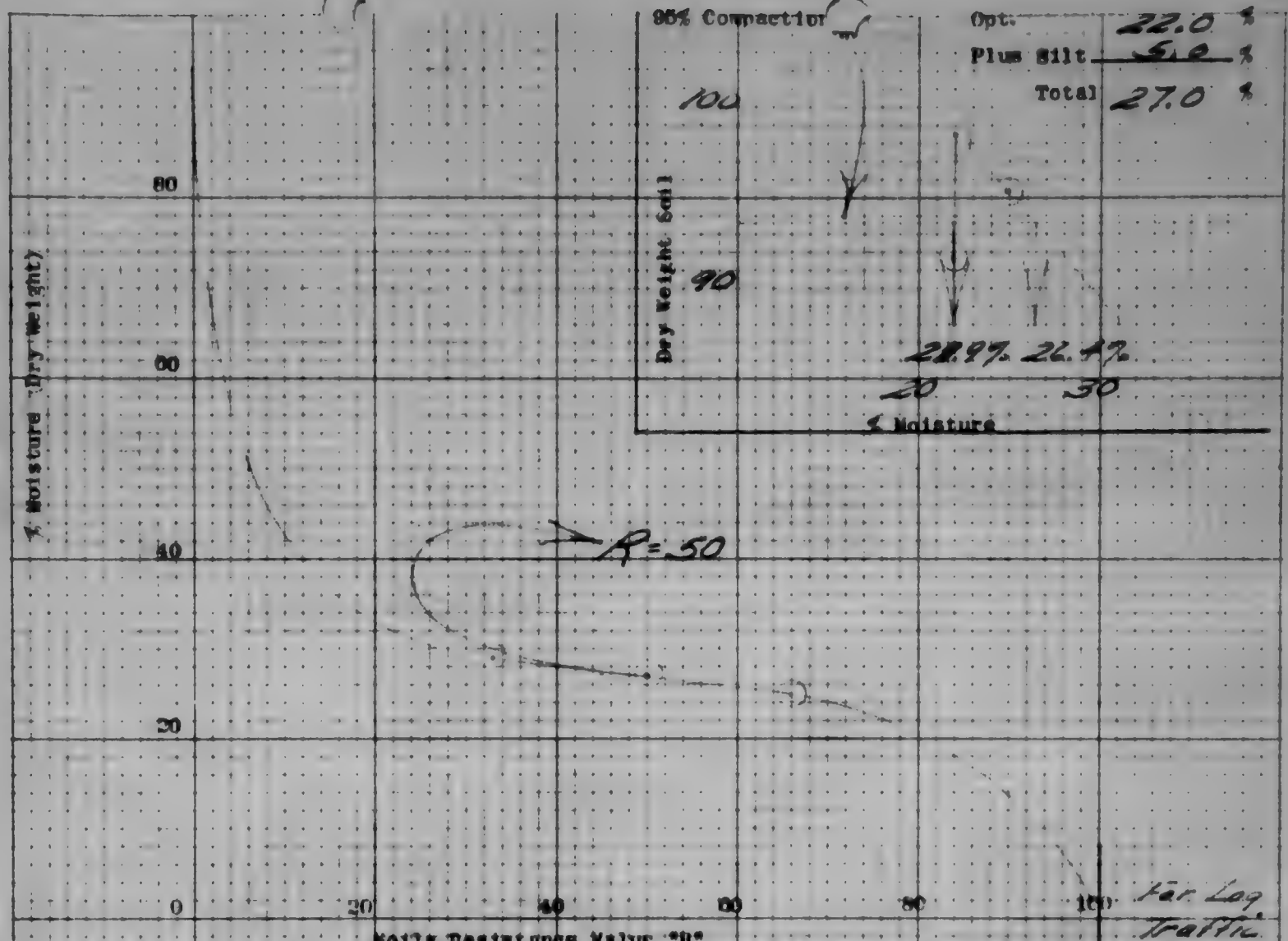
CLEARPRINT PAPER CO. NO T3100 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 EDITIONS

95% Compaction

Opt. 22.0 %

Plus Silt 5.0 %

Total 27.0 %



Data Sheet No.	A38501		LM	M
Lab. No.	352831	Base & Year Traffic	8.5	10.0 "
LL	41	Minus Rock Reduction	—	— "
PI	11			"
Pass 200 Screen	25.8%	Minus Wearing Surface	—	— "
HYDROMETER ANALYSIS				"
Particles larger than		Plus 25% Increase	2.0	2.5 "
2.0 mm	17.3%	Plus Wearing Surface	—	— "
Coarse Sand	2.1%	Total Base & Wear	10.5	12.5 "
Fine Sand	12.1%			
Silt	39.3%	OREGON STATE HIGHWAY DEPARTMENT		
Clay	18.2%	SOILS DIVISION		
SE	2.63	BASE DESIGN CHART		
Natural Moisture	%	Section Forest Edge - Halfway		
		Hwy FAS 512		
NOTE		Station 84+00 E		
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of the thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area base depth should be 1/2 frost penetration		Depth 0.2 - 1.5'		
		Hole # 6		
		To be used Subgrade		
		Proj. No.		
		County Baker		
		Date 11-29-54		
		Designed by JP		

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TH. HAM CHART

CLEARPRINT PAPER CO. NO. 7310 10 DIVISIONS PER INCH BOTH WAYS 70 x 100 DIVISIONS

				For Log Traffic
Date Sheet No	A38501			
Lab. No.	352832		LM	M
LL	31	Base & Wear Traffic	8.5	10.0 "
PI	4	Minus Rock Reduction	—	— "
Pass 200 Screen	45.4%	Minus Wearing Surface	—	— "
HYDROMETER ANALYSIS				"
Particles larger than		Plus 25% Increase	2.0	2.5 "
2.0 mm	11.4 %	Plus Wearing Surface	—	— "
Coarse Sand	5.8 %	Total Base & Wear	10.5	12.5 "
Fine Sand	24.3 %			
Silt	42.7 %	OREGON STATE HIGHWAY DEPARTMENT		
Clay	16.8 %	SOILS DIVISION		
Sp	2.70	BASE DESIGN CHART		
Natural Moisture	%	Section	Forest Dale - Halfway	
NOTE		Hwy	F.A.S. 512	
This curve indicates the recommended base and surfacing requirements for this subgrade soil after consideration of the moisture and grain size conditions. For certain purposes it will be necessary to consider the quantity of cut represented by this point and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cut and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.		Station	138, L	
		Depth -	0.1 - 2.0'	
		Hole #	7	
		To be used	Subgrade	
		Prefix No.		
		County	Baker	
		Date	11-29-54	
		Designed by	B	

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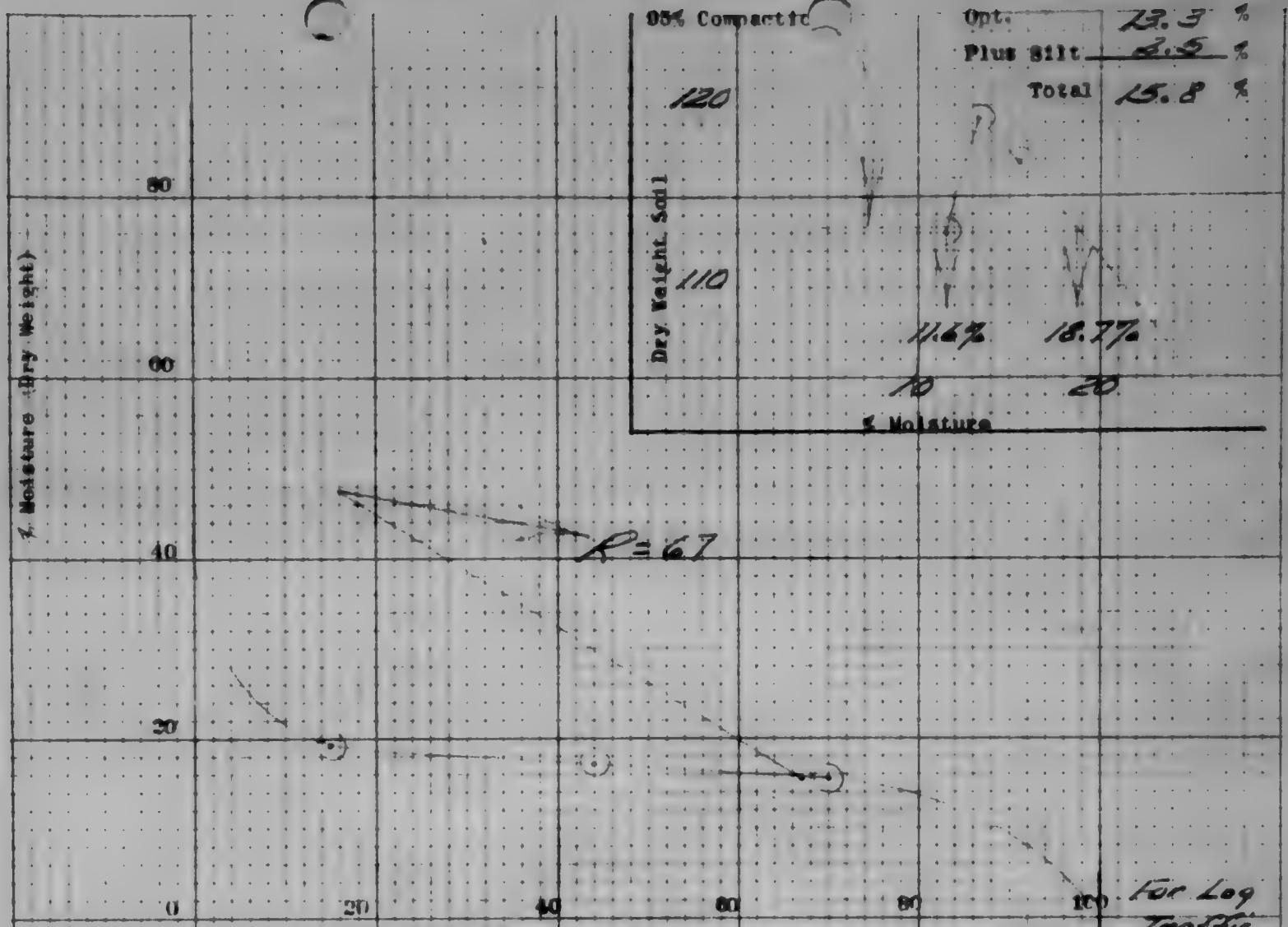
CLEARPRINT PAPER CO. NO. 7316D. 10 DIVISIONS PER INCH BOTH WAYS 70 X DIVISIONS



For Log Traffic

D.C.A Sheet No.	A32501		LM	M
Lab. No.	352833	Base & Wear Traffic	8.5	10.0
LL	25	Minus Rock Reduction	—	—
PI	2			
Pass 200 Screen	39.0 %	Minus Wearing Surface	—	—
HYDROMETER ANALYSIS				
Particles larger than		Plus 25% Increase	2.0	2.5
2.0 mm	58.3%	Plus Wearing Surface	—	—
Coarse Sand	9.9 %	Total Base & Wear	10.5	12.5
Fine Sand	19.7%			
Silt	23.8%			
Clay	8.3 %			
S.E.	2.79			
Natural Moisture	%			

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Forest Bldg - Baltimore
Hwy FAS 512
Station 151+25, 5' Rt.
Depth 0.1-3.0'
Hole # 8
To be used Subgrade
Prefix No.
County Baker
Date 11-29-34
Designed by S

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cut and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

NOTED
Harold C. Ayers

Salem, Oregon
October 21, 1954

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

NOTED
V. R. JONES

Reference is made to your phone conversation re overload log haul permits from Baker County on the section of road proposed for oiling as a county FAS project on FAS 512. The County presently permits overloads on approximately 0.4 mile of this section; however, these permits were issued with the express understanding that they will be cancelled when the road is improved to an oil mat wearing surface. (See attached map.)

It was suggested to the County Judge that it might be wise to cut the FAS project back to the road intersection where the log trucks turn east. He will discuss this matter with the other members of the Court and advise us of their wishes in this matter.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

NOTED
J. F. HAGEMANN

JFH:mm

NOTED
V. R. JONES

August 12, 1954

Baker County Court
Court House
Baker, Oregon

FAS 512

NOTED
Harold C. A[illegible]

Gentlemen:

On August 9th the Highway Commission approved for construction with Federal Aid Secondary funds the project in Baker County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in La Grande and will proceed as rapidly as available engineering personnel will permit.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

BAKER COUNTY
PROPOSED PROJECT

FAS 512 - Forest Boundary-Halfway Section, Approx. 3.3 Miles, $57,000. This section extends from a road junction near the Whitman National Forest Boundary southerly to the Halfway-Cornucopia State Highway at Halfway.

The proposed project is to place a 2" to 4" crushed rock or gravel top base course on the existing gravel base and a 20' wide O-11 with 2' shoulders. All existing bridges are to remain in use. The above is based on a preliminary design furnished by the Soils Division and might require some modification when more data is available. The County Court advises that there are two or three soft spots which develop in the same place each spring. Upon further investigation additional base material may be required at these spots which are minor in size. This could be either included in the project or accomplished by county forces prior to contracting the project, whichever the county prefers. The section beginning 1-1/2 miles from the Forest Boundary and extending southerly for 1 mile requires the 4" of crushed rock or gravel and the balance of the section 2".

The County Court should be contacted prior to beginning the survey as the county road records may have usable survey data on this road.

7/9/54

FORM S-30 20M 8-51 88218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 10, 1954
Salem, Oregon

NOTED
V. R. JONES

SUBJECT: Base Design Charts
Preliminary design for estimate

To: Mr. A. F. Parson
Division Engineer
Division V
La Grande, Oregon

NOTED
Harold C. A[illegible]

Dear Sir:

Reference is made to the Forest Boundry - Halfway Section of the F. A. S. 512.

Enclosed you will find 4 base design charts prepared from laboratory tests, numbers 536904, 536905, 536906, and 536907.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

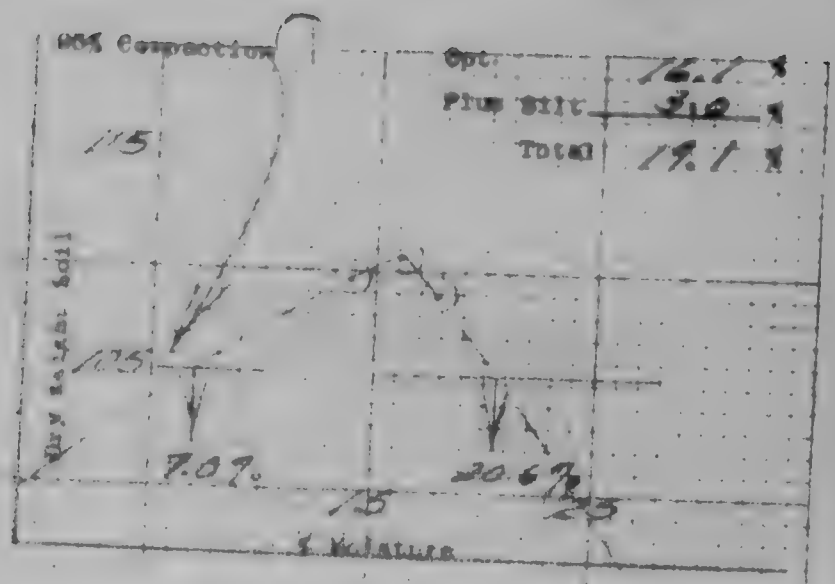
H. C. Smith
Construction Engineer

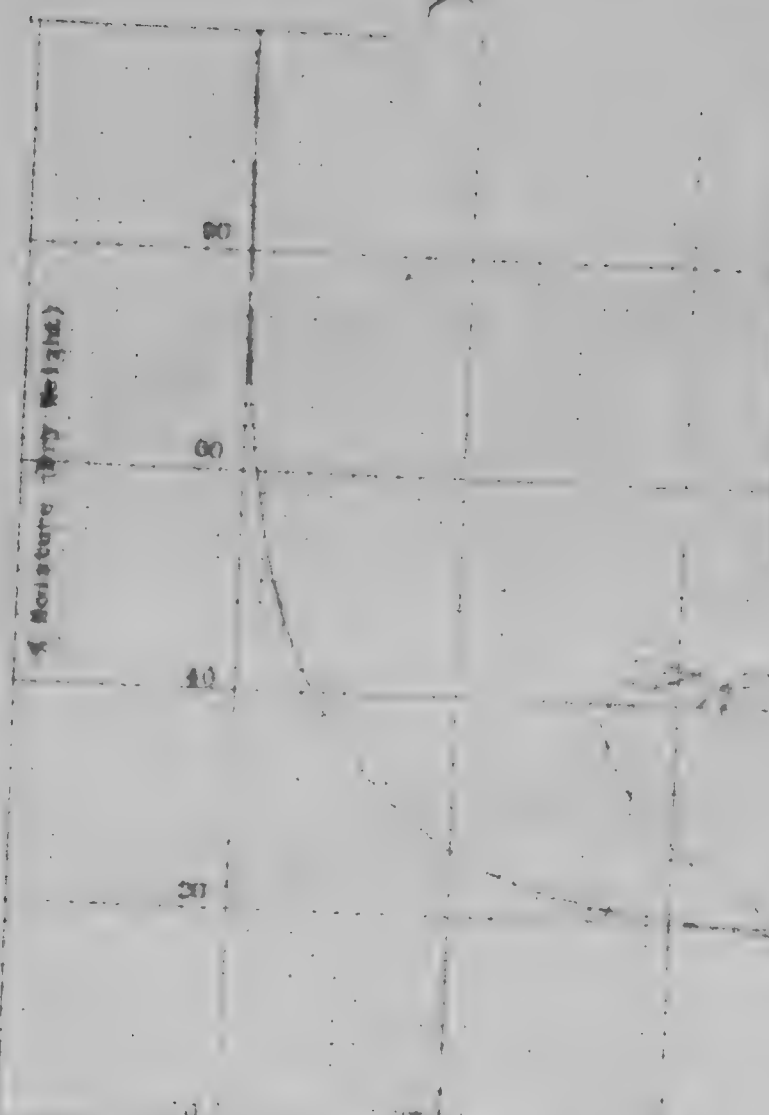
By Ray Webber
Ray Webber
Ass't. Construction Engineer

NOTED
J. F. H[illegible]N

RECEIVED
JUN 21 1954
ENGINEER
COUNTY & CITY RELATIONS

RW:of
Encls.
cc H. C. Smith
V. R. Jones
W. P. Milne





Preliminary design for estimate

For Log Traffic

Data Sheet No.	A-34469	D-11 O.L. 340	L-M
Lab. No.	336507	Base & Wear	8.5 / 10.0
C^1	2.6	% Gas Rock Reduction	— / —
Pf	2		
Pass 200 Screen	42%	Minus Wearing Surface	12.5 / 7.25
SIEVE ANALYSIS			7.25 / 8.75
Particles larger than		Plus 20% Increase	2.0 / 2.0
4 D —	40.2%	Plus Wearing Surface	4.25 / 4.25
Coarse Sand	2.9%	Total Base & Wear	10.5 / 12.0
Fine Sand	14.1%		
Silt	25.8%		
Clay	14.6%		
2-	2.75		
Natural Moisture	%		

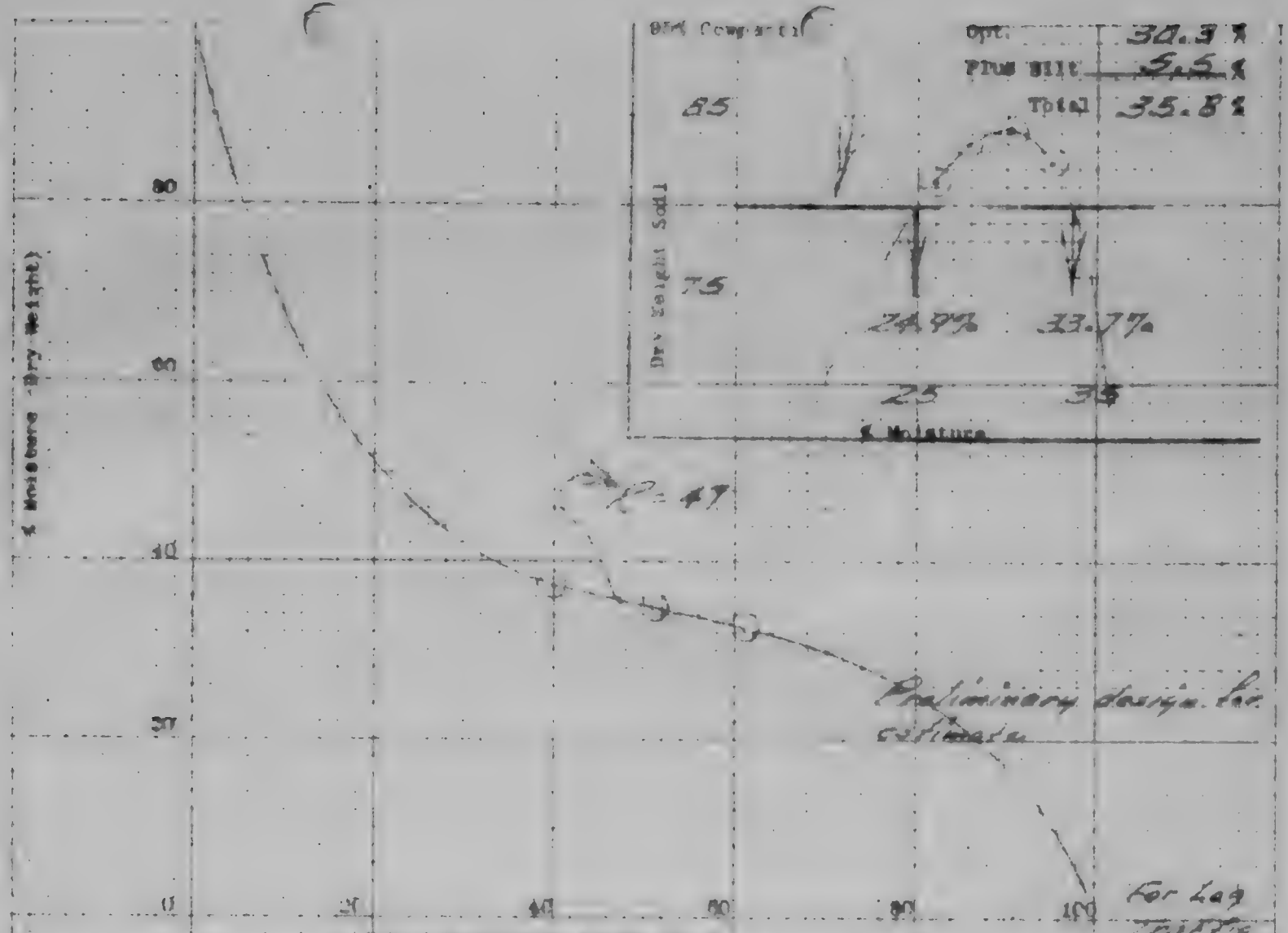
NOTE:

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil, the possible reduction of base thickness by the use of better soils if available in the upper portions of the cut and fills. If frost soils prevail in base depth should be the frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

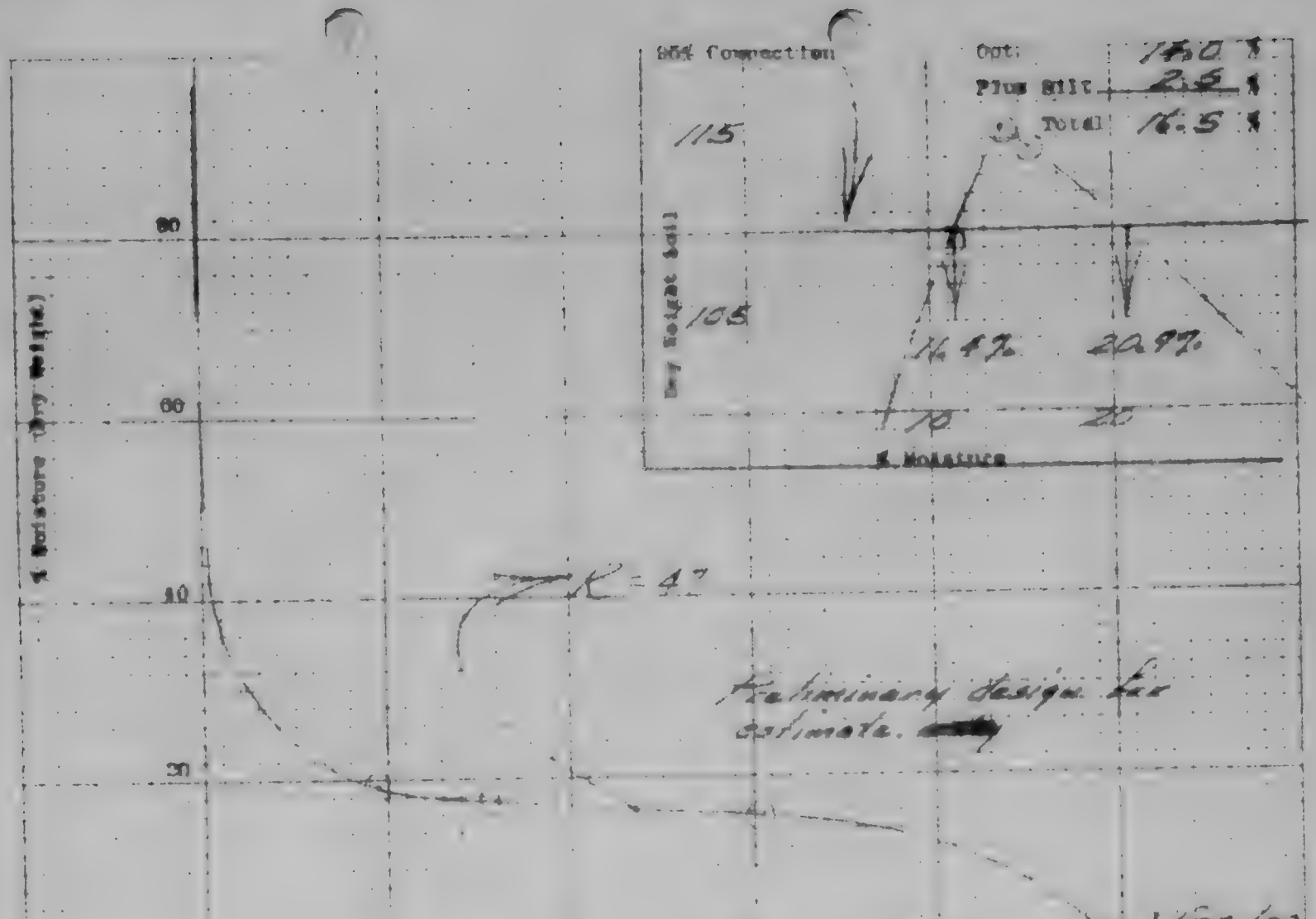
Project: Forest Grove - Hatfield
Hwy: F.A.S. 512
Station: M.P. 2.85
Depth
Hole #: Sample #
To be used
Prefix No.
County: Baker
Date: 6-18-54
Designed by: B

CATALOG NO. 10 DIVISIONS PER INCH BOTH WAYS
CRESCENT PAPER CO



Data Sheet No.	A-37427		Oil Mix	L-M	M
Lab. No.	334906	Base & Year	Traffic	8.5	10.0
LL	46	Minus Rock Reduction		—	—
PI	12				
Base 200 Screen	28.7%	Minus Wearing Surface		1.25	1.25
HYDROMETER ANALYSIS				7.25	8.75
Particles larger than		Plus 50% Increase		2.0	2.0
.1 D mm	24%	Plus Wearing Surface		1.25	1.25
Coarse Sand	3.1%	Total Base & Wear		10.5	12.0
Fine Sand	13.5%				
Silt	40.7%	OREGON STATE HIGHWAY DEPARTMENT			
Clay	35.1%	SOILS DIVISION			
Sp.	2.45	BASE DESIGN CHART			
Natural Moisture	5	Section Forest Boundry - Halfway			
		Hwy — F.A.S. 512			
NOTE		Station M.P. 2.24			
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of same thereby the use of better soils if available in the upper portions of the cut and fills. If frost holes prevail in area base depth should be 2' frost penetration.		Depth			
		Hole # Jungle #3			
		To be used			
		Prefix No.			
		County Baker			
		Date — 6-18-54			
		Designed by B			

CLEARPRINT PAPER CO. NO. 10 DIVISIONS PER INCH BOTH WAYS



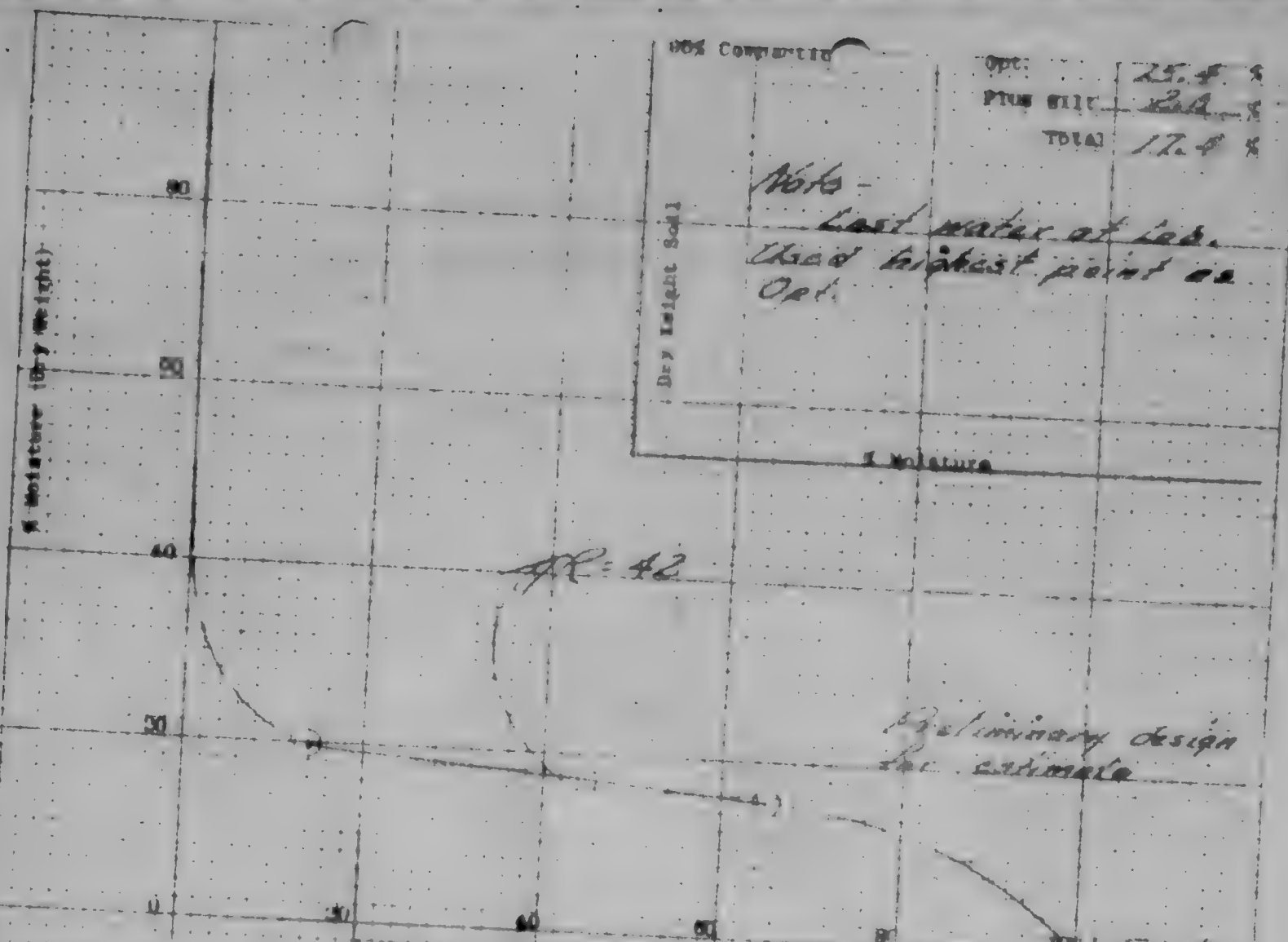
Data Sheet No.	A34469		
Lab. No.	336904		
LL	24		
PI	4		
Pass 200 Screen	43.7%		
HYDROMETER ANALYSIS			
Particles Larger than			
2.0 mm	34.6%		
Coarse Sand	10.1%		
Fine Sand	10.8%		
Silt	34.1%		
Clay	18.4%		
S.G.	2.67		
Natural Moisture	%		
Design Traffic		L-M	M
Base & Wear	0-11 C.Y. Mat	8.5	10.0"
Minus Rock Reduction		—	—"
			"
Minus Wearing Surface		1.25	1.25"
		7.25	8.75"
Plus 25% Increase		2.0	2.0
Plus Wearing Surface		1.25	1.25"
Total Base & Wear		10.5"	12.0"

NOTE:
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of soil represented by this soil to be substantiated by the use of better soils if available. In the upper portions of the cuts where fill will prevail in the base depth should be 2 from penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Forest Boundary - Halfway
Hwy F.A.S. 512
Station M.P. 0.02 -
Depth
Hole # Sample #1
To be used
Prefix No.
County Baker
Date 6-18-54
Designed by J

PRINTED IN USA ON CLEARPRINT 1215 MEDICAL PAPER NO 1000M

CLEARPRINT PAPER CO NO 1215 10 DIVISIONS PER INCH BOTH WAYS



Data Sheet No.	A32428	Fills Depth Cover Values Use	0-4 Oil Mat		Soc Log
Lab. No.	332905	Base & Wear	Traffic	L.M 2.3	Traffic M 10.0
LL	25	Minus Rock Reduction		—	—
PI	4				
Pass 200 Screen	40.3%	Minus Wearing Surface		.25	1.25
HYDROMETER ANALYSIS				7.25	8.75
Particles Larger than 2.0 mm	32.9%	Plus 05% Increase		2.0	2.0
Coarse Sand	8.7%	Plus Wearing Surface		1.25	1.25
Fine Sand	17.3%	Total Base & Wear		10.5	12.0
Silt	20.7%				
Clay	15.4%				
Ac	2.78				
Natural Moisture	4				

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the physical and grain size conditions. For ~~design purposes it will be necessary to~~ consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cut and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Forest Boundary - Halfway
Hwy #35 612
Station M.P. 15.67 -
Depth -
Hole # Sample #2
To be used
Prefix No.
County Baker
Date - 6-18-54
Designed by A

Form E-83—15M—3-54

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

NOTED
V. R. JONES

Laboratory Report

Project Forest Dairy - Richland Halfway
Highway
Contractor
Submitted by V. R. Jones

Contract No.

Prefix No. 37-1411
County
F. A. Project No.
Date reported June 8, 1954

REPORT ON SAMPLE OF SOIL

Source of material [illegible] 2.24
Sampled at
To be used
Sampled by V. R. Jones
Laboratory No. 336906
Data Sheet No. A34469

Date received June 1, 1954
Quantity represented
Type of Material Soil
Sample No. 3

TEST RESULTS

SOIL ANALYSIS:

LL	46	%
PI	12	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.43
Sand Equivalent [illegible] %

SIEVE ANALYSIS: Wet

Ret. on Sieve	% Single
4	6.9
10	.7
40	1.7
60	1.5
200	10.5
P200	78.7

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
81.3	26.0
83.4	27.9
84.1	30.3
82.2 (lost water)	32.5

TRIAXIAL SHEAR TEST:

Sample	Remolded	Unsoaked	
% Compaction	100	100	100
% Moisture	32.5	34.9	37.3
Depth Ratio Z/R	.95	1.20	1.55
Pavement Thickness, Z	8	10	12
Angle of Friction, ϕ °	21	17	10
Cohesion, C psi	6.5	4	6.5
R Value	61	51	40

Remarks:

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.		%	7.6	%
Coarse sand, 2.0 to 0.25 mm.	3.4	%	3.1	%
Fine sand, 0.25 to 0.05 mm.	14.6	%	13.5	%
Silt, 0.05 to 0.005 mm.	44.0	%	40.7	%
Clay, smaller than 0.005 mm.	38.0	%	35.1	%
Colloids, smaller than 0.001 mm.		%		%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
Dist. Maint. Supt.
Foreman
x Files
x V. R. Jones
x R. Hoover

RECEIVED
JUN 3 1954
ENGINEER OF MATERIALS

Engineer of Materials

State Printing 73787

Form E-89—15M—3-54

(GON GON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project Forest Dry. - Richland Halfway
Highway
Contractor
Submitted by V. R. Jones

Contract No.

Prefix No. 37-1411
County
F. A. Project No.
Date reported June 3, 1954

REPORT ON SAMPLE OF SOIL

Source of material K.P. 2.85
Sampled at
To be used
Sampled by V. R. Jones
Laboratory No. 336907
Data Sheet No. A34469

Date received June 1, 1954
Quantity represented
Type of Material Soil
Sample No. 4

TEST RESULTS

SOIL ANALYSIS:

LL	26	%
PI	2	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.75
Sand Equivalent ____ %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
4	37.7
10	2.9
40	5.?
60	2.9
200	3.9
P200	42.6
	100-42.6 = 57

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
109.7	13.9
110.7	16.1
103.9 (lost water)	17.8

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~	
% Compaction	100	100	100
% Moisture	17.8	19.6	21.4
Depth Ratio Z/R	.95	1.20	1.80
Pavement Thickness, Z	8	10	15
Angle of Friction, ϕ °	25	18	10
Cohesion, C psi	2	2	2
R Value	61	50	33
Remarks:			

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.		%	40.6	%
Coarse sand, 2.0 to 0.25 mm.	13.2	%	7.9	%
Fine sand, 0.25 to 0.05 mm.	23.8	%	14.1	%
Silt 0.05 to 0.005 mm.	43.5	%	25.8	%
Clay, smaller than 0.005 mm.	19.5	%	11.6	%
Colloids, smaller than 0.001 mm.		%		%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Person
Resident Engineer
Dist. Maint. Supt.
Foreman
Files
X V. R. Jones
X R. Webber

Engineer of Materials

State Printing 73787

Form E-89—15M—3-54

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project
Highway — Forest Bdr'y-Richland
Contractor
Submitted by — V. R. Jones
Contract No.
Prefix No. — 37-1411
County
F. A. Project No.
Date reported — June 8, 1954

REPORT ON SAMPLE OF SOIL

Source of material
Sampled at — M.P. 0.67
To be used
Sampled by — V. R. Jones
Laboratory No. — 336905
Data Sheet No. — A-34469
Date received — June 1, 1954
Quantity represented
Type of Material — Soil
Sample No. — 2

TEST RESULTS

SOIL ANALYSIS:

LL	25	%
PI	4	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier)
Sand Equivalent — 2.78 %

SIEVE ANALYSIS: wet

Ret. on	% Single Sieve
4	36.6
10	4.3
40	5.6
60	3.2
200	10.0
P200	40.3

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
112.5	11.7
116.2	13.7
117.0(lost water)	15.4

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.		%	40.9	%
Coarse sand, 2.0 to 0.25 mm.	14.8	%	8.7	%
Fine sand, 0.25 to 0.05 mm.	24.2	%	14.3	%
Silt, 0.05 to 0.005 mm.	35.0	%	20.7	%
Clay, smaller than 0.005 mm.	26.0	%	15.4	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed	
% Compaction	100	100	100
% Moisture	15.4	17.2	19.7
Depth Ratio Z/R	.85	1.40	3.20
Pavement Thickness, Z	7	12	26
Angle of Friction, ϕ °	24.5	12.5	2.5
Cohesion, C psi	5	5	3.5
R Value	65	44	14
Remarks:			

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
Dist. Maint. Supt.
Foreman
x Files
x V. R. Jones
x L. Webber

W. H. Young
Engineer of Materials

State Printing 73767

Form E-82—15M—8-54

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project: Forest Bdr'y-Richland Halfway — Prefix No.: 37-1411
Highway — County
Contractor — Contract No. — F. A. Project No.
Submitted by: V. R. Jones — Date reported: June 8, 1954

REPORT ON SAMPLE OF SOIL

Source of material
Sampled at: M.P. 0.02
To be used
Sampled by: V. R. Jones — Date received: June 1, 1954
Laboratory No.: 336904 — Quantity represented
Data Sheet No.: A-34469 — Type of Material: Soil
Sample No.: 1

TEST RESULTS

SOIL ANALYSIS:

LL	24	%
PI	4	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.67
Sand Equivalent %

SIEVE ANALYSIS: Wet

Ret. on Sieve	% Single
4	30.8
10	5.8
40	7.1
60	3.0
200	9.6
P200	43.7

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
109.2	11.1
115.8	14.0
114.7 (lost water)	15.5

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed	
% Compaction	100	100	100
% Moisture	15.5	17.4	19.2
Depth Ratio Z/R	.95	1.85	2.65
Pavement Thickness, Z	8	15	21
Angle of Friction, ϕ °	21	8	4.5
Cohesion, C psi	6	4.5	3
R Value	61	32	19
Remarks:			

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.		%	36.6	%
Coarse sand, 2.0 to 0.25 mm.	16.0	%	10.1	%
Fine sand, 0.25 to 0.05 mm.	17.0	%	10.8	%
Silt, 0.05 to 0.005 mm.	38.0	%	24.1	%
Clay, smaller than 0.005 mm.	29.0	%	18.4	%
Colloids, smaller than 0.001 mm.		%		%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parson
Resident Engineer
Dist. Maint. Supt.
Foreman
x Files
x V. R. Jones
x R. Webber

Engineer of Materials

State Printing 73787

4-1070 Cannon Beach(2nd St.-1st St.) 1955
Section of the Oregon Coast Hwy.
#4459 (Alternate Route).

OREGON STATE HIGHWAY DEPARTMENT

(date) August 15, 1956

4-10'10
4459

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4459	3-Final	The United Contracting Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17368	E-158493	$ 7,905.16	8/15/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

R Rawling
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1955

Time Extensions: to June 19, 1956

Completion Date: June 19, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-15-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 16 1956

R Rawling

NOTED ON CARD

RECEIVED
AUG 6 1956

FOR FILING

4-1070

4457

CONSERVATION DEPT.

August 3, 1956

American Surety Co. of New York
David A. Lewis, Assistant Manager
735 Yeon Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4059 for work performed on the Cannon Beach (2nd St.--1st St.) Section of the Oregon Coast Highway in Clatsop County was completed by the contractor, The United Contracting Co., on June 19, 1956, and was formally accepted by the Highway Commission on July 17, 1956.

Final payment in the amount of $7,905.26 will be released to the contractor on or after August 13, 1956. The total contract amount is $30,579.76 of which amount $560.96 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAM:ypp

cc: Ackerts & Schram
520 Mead Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 20 1956
FOR FILING

4-1070

4459

July 19, 1956

The United Contracting Co.
P. O. Box 5075
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 12 had under discussion your request for an extension of time from September 15, 1955 to July 31, 1956 within which to complete your contract No. 4459, for paving on the Cannon Beach (2nd St.-1st St.) Section of the Oregon Coast Highway in Clatsop County.

We are pleased to inform you that the State Highway Commission granted your request to and including June 19, 1956, the actual completion date of the contract. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. P. Walker
Division Engineer

E. J. Hall,
Resident Engineer

Forrest Cooper,
Construction Engineer

Form E-1-Rev 6-56—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 7, 1956

Section Cannon Beach (2nd St. - 1st St)

Highway Oregon Coast

Contractor United Contracting Co.

Date of contract 9 June, 1955

Date work started September 12, 1955

Project authorization $12,207.94

Exclusive of Engineering $11,339.82

Kind of work Paving

Section prefix 4-1070

Contract number 4439

Date of completion September 15, 1955 1956

Time extended to July 31

~~Estimated~~ date of completion June 19, 1956

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 10,585.02

Estimated per cent ~~overrun~~ or underrun . . . . . 3.2 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $.868.12

Engineering cost to date $ 1,085.82, 125.1 %

Date project was completed June 19, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr. Walker, Division Engineer, inspected this project on Friday of this week.

He was given the Semi-final estimate for this job.

THIS WILL BE THE LAST REPORT ON THIS PROJECT.

RECEIVED
JUL - 9 1956
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 4

NOTED
L. H. Young

RECEIVED
JUL 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
V. D. WOLFE

Signed E. J. Hall

Address P.O. Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 66265

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.16	0.16			0.16
Miles partially completed					
Miles completed	0.16	0.16			0.16
Total estimated quantities (contract)	130 C.Y.	600 C.Y.			600 T
Total quantities corrected to date	119 C.Y.	535 C.Y.			552 T
Estimated quantities moved or placed to date	119 C.Y.	535 C.Y.			552 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Overcast		
Wednesday	Holiday		
Thursday	Rain		
Friday	Clear		
Saturday			

RECEIVED
JUN 27 1956
FOR FILING

4 1091

4459

June 26, 1956

Oregon State Highway Commission

Request for extension of time
No. 2
July 12 and 13 meeting

Gentlemen:

Herewith a request from the United Contracting Company for an extension of time on the Cannon Beach Contract No. 4459, from September 15, 1955 to July 31, 1956.

At the request of the citizens of Cannon Beach, work on this project was delayed to avoid tearing up the street during the busy tourist season. Early fall rains then prevented the completion last fall and it was necessary to hold it over until suitable weather this year.

This project was actually completed on June 19, 1956, and I recommend that the extension, to and including that date, without penalty.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper

EAP:of fn

RECEIVED
JUN 29 1955
FOR FILING

4-107-
4451

June 29, 1955

The United Contracting Company
P. O. Box 5075
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4459, which was awarded to you by the State Highway Commission on June 9, for paving on the Cannon Beach (2nd St.-1st St.) Section of the Oregon Coast Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 10 1955
FOR FILING

4-1079
4459

June 9, 1955

The United Contracting Co.
P. O. Box 5775
Portland 13, Oregon

Gentlemen:

The State Highway Commission on May 26, 1955 accepted your proposal for the Cannon Beach (Second Street-First Street) Section of the Oregon Coast Highway (Alternate Route) in Clatsop County, for the sum of $10,651.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4459.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. G. Savage (SIAC)
Mr. H. G. Smith
Mr. S. H. Probert
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$ S E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 9, 1955
9:45 a.m.

The United Contracting Co.
9898 N. E. Hancock Drive
Portland, Oregon

Contract for Cannon Beach (Second Street-First Street) Section of Oregon Coast Highway, Clatsop County, for which you submitted low bid on May 26, 1955 awarded you today. Contract forms follow shortly.

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

CC Confirmation
Accounting (5003-900)
C. W. Head
Files

S-177(1) Nehalem River Bridge 1955

#4460

RECEIVED
AUG 24 1955
FOR FILING

S-1710
4460

August 23, 1955

Columbia Empire Constructors, Inc.
4507 S. E. Milwaukie Avenue
Portland 2, Oregon

Attention: Mr. Thomas D. Telford
President

Gentlemen:

This acknowledges your two letters of August 23, 1955, with one of which you transmitted three executed copies of a form of release whereby you release the State from any obligation whatsoever with respect to the award and the cancellation of State Highway Contract 4460, covering construction of the Nehalem River Bridge in Tillamook County. With your other letter you returned to this office the original and two duplicate copies of cancelled contract 4460.

Pursuant to the information given you in my letter of August 22, I herewith return the bid bond that you submitted with your bid for this project on May 25, 1955.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: P. M. Stephenson
C. W. Enfield
Floyd Query

Mr. Stephenson:
I attach hereto a copy of the signed release. I also attach all three copies of the contract and bond form, material from which you may wish to salvage in connection with future contracting of this project.

Mr. Enfield:
I attach hereto an executed copy of the release form mentioned in the above letter.

Mr. Query:
Please have Mrs. Lewis record this cancellation on her card for this job. The attached release form should be inserted in Contract 4460.

HBG

Columbia Empire Constructors, Inc.

4507 S. E. Milwaukie Avenue
Portland 2, Oregon

August 23, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

We return, herewith, original and two duplicate copies of voided contract forms for the construction of Nehalem River Bridge as requested in your letter of August 22.

Sincerely,

COLUMBIA EMPIRE CONSTRUCTORS, INC.

Thomas D Telford

Thomas D. Telford, President

TDT:eb

ACKNOWLEDGED
H. B. GLAISYER

Columbia Empire Constructors, Inc.

4507 S. E. Milwaukie Avenue
Portland 2, Oregon

August 23, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Herewith three executed copies of a release for Contract No. 4460, Nehalem River Bridge, Tillamook County, Oregon, in accordance with your letter of August 22.

Sincerely,

COLUMBIA EMPIRE CONSTRUCTORS, INC.

Thomas D Telford

Thomas D. Telford, President

TDT:eb

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
AUG 31 1955
FOR FILING

S-177(1)

4460

43

8/11/55

August 22, 1955

Columbia Empire Constructors, Inc.
4507 S. E. Milwaukie Avenue
Portland 2, Oregon

Attention: Mr. Thomas D. Telford

Gentlemen:

The Highway Commission, at its meeting on August 11, considered your letter of July 22, 1955 requesting cancellation of award and return of your bid bond on Contract No. 4460 for the Nehalem River Bridge on the Miami River Road in Tillamook County.

The Commission approved your request for cancellation of this award and return of the bid bonds subject to the execution of a release by the Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors, and the return of the contract forms mailed you on June 13. I am attaching hereto four copies of a release covering this matter, and if you will execute three of these copies and return, your bid bond will be sent to you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

GSP:gm
Attach.

cc Mr. G. S. Paxson
Mr. P. M. Stephenson

RECEIVED
AUG 23 1955
FOR FILING

S-177(1)
4460

August 19, 1955

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to Federal-aid Secondary Highway Project No. S-177(1) consisting of the construction of a bridge over the Nehalem River on the Miami River County Road in Tillamook County.

Contract for the construction of the bridge was awarded to the Columbia Empire Constructors and P. S. Lord Mechanical Contractor on June 9, 1955. Before the contract was signed, it developed that there would be a delay of several months in the construction, by Tillamook County, of the adjoining section of highway over which it was planned to bring in materials for the bridge. This delay in road construction would prevent construction of the bridge during the low water season of 1955 and would carry the construction into 1956 with materially increased cost.

In view of the foregoing, the contractor asked that he be relieved of obligation to accept award of the contract or that he be assured compensation for the extra expense that would be entailed. After due consideration, the Highway Commission granted the contractor release from his obligation with the understanding that no penalty would be assessed.

It is the purpose of this letter to advise you of this action by the Commission and to inform you that it is the intention of the Commission to readvertise the project for bids when difficulties with respect to the grading of the adjoining section of road are resolved.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

Salem, Oregon
July 29, 1955

Nehalem River Bridge
Tillamook County

Mr. C. W. Enfield

Attention: Mr. Robert L. May, Jr.

The low bidders on this project have not signed their contract and have now asked that award be canceled and their bid bond returned.

Bids were received on this project on May 25, 1955. Immediately after opening of bids the contractors were notified by wire, followed by a letter, that they were the low bidders. Award of the contract was withheld until such time as the Public Utilities Commissioner had assured us that a permit for a grade crossing of the Southern Pacific Company lying some little distance to the north of the bridge site would be granted. The hearing for this grade crossing had already been held, but due to a dispute between Tillamook County and the Southern Pacific Company as to the installation of railroad signals at the grade crossing, the Public Utilities Commissioner had not signified his intention to issue an order.

On June 8 we received a letter from the Tillamook County Court advising us that, " * * should the Southern Pacific Company not agree to pay one-half of the cost of the signal installation on the proposed change in the Miami River County Road at Mohler, Tillamook County will assume responsibility for the total cost of the proposed installation."

The Public Utilities Commissioner was contacted by telephone and,upon his assurance that an order authorizing the grade crossing would be forthcoming, the contract was awarded to the low bidders, Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors of Portland, on June 9. The contractors were advised that the contract had been awarded and contract forms were mailed to them on June 13. Contracts have not been signed by the contractor nor returned to the State.

I am attaching a copy of the special provisions and contract form which was sent to the low bidders. In this contract nothing whatever is said about access to the bridge site. The property lying to the north of the Nehalem River and including the site of the north approaches to the bridge and a portion of the bridge itself were owned by a Dr. Stanley Lamb. Tillamook County acquired the right of way for this road by resolution and an order establishing the particular section of the road was signed on March 11, 1955 by the Tillamook County Court and filed in the office of county clerk. I am attaching copy of a letter from the Tillamook County

NOTED
G. S. PAXSON

Court advising us of this action. At the hearing on the resolution establishing the right of way, Dr. Lamb did not appear in protest. The County Court forwarded a check covering the value of the property as established by the resolution, and Dr. Lamb then protested to the Court the award and refused to accept the check. You have advised us that assuming the resolution proceedings were in legal form the filing of this order was sufficient authority to occupy the right of way.

There seems to have been some confusion on the part of the Tillamook County Court, and I understand that they intimated to the low bidders that they, Tillamook County, did not have access to the right of way. At least the low bidders have told us that they could not get over the right of way to have access to the job on the north side of the river. I understand that our own Engineering Department was under the same misapprehension and at least told the contractors that the negotiations between Tillamook County and Dr. Lamb were not completed.

We have two letters from the low bidders, copies of which are attached. In the first letter, dated June 17, the contractors advise us that they were not able to get across the Railroad Company's tracks. This was probably true on that date; however, I have checked with the Railroad Company engineers and they advise me that a permit for a private crossing was offered to the low bidders on July 1, 1955. This permit required the payment of $5 covering the cost of making up the permit, and imposed a burden upon the low bidders of providing flagmen when they operated over the private crossing. These requirements are entirely reasonable and are in accordance with general procedure.

The site of the private crossing coincided with a previous private crossing permit issued to Dr. Lamb. Dr. Lamb had never used this permit, nor had he established any crossing. The permit offered the low bidders contained a provision requiring that they obtain the consent of Dr. Lamb for joint use of the crossing. The Southern Pacific Company engineers advise me that on June 22 Dr. Lamb was in their Portland office and agreed to consent to this joint use and that, on July 1, when Mr. Telford, Superintendent for the low bidders, was offered this permit he was advised that Dr. Lamb had agreed to the joint use and that the provision requiring the low bidders to get his consent could be disregarded.

Under date of July 22 we received a letter from the low bidders requesting that the award be canceled and their bid bond returned. We do not believe that it is in the best interests of the State or Tillamook County to cancel this award and would request your opinion as to the advisability of refusing the request and requiring the low bidders to proceed under the contract.

I am attaching copies of reports from Mr. Richetts to Mr. Stephenson concerning this matter and from Mr. Stephenson to me.

GSP:gs
Attach.
cc Mr. P. M. Stephenson
Mr. John W. Cattrall

G. S. Paxson

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1955

SUBJECT: Nehalem River Bridge
Bridge No. 1362-A
Contract No. 4460.

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
O f f i c e

Dear Sir:

In regard to the attached letter, all statements made by Mr. Telford in regard to dates and letters and conversations with Highway employees were verified. However, we do not have, of course, any knowledge of his conversations with the Southern Pacific Company or Tillamook County officials.

Chronologically the events occurred as follows:

On March 11, 1955, the Tillamook County Court passed a resolution establishing the section upon which the proposed Nehalem River Bridge is located as a county road. We did not receive knowledge of this resolution until, upon the request of Mr. Cattrall, the County Court sent us a notice of the resolution on July 20, 1955. Mr. Cattrall requested an opinion from our Legal Department, and they stated that this resolution gave the County or its contractor the right of entry on the land required for right of way.

The award of the contract was made on June 9 on orders from Mr. W. C. Williams after our County & City Relations Department had received a letter from the Tillamook County Court, dated June 8, in which they stated they would assume the total cost of the proposed signal installation.

The Public Utilities Commission order for the crossing was issued on June 28.

On June 21, Mr. Walker, Mr. Cattrall, and Mr. Ricketts attended a meeting at Tillamook with the Tillamook County Court. As you will note in the attached letter from Mr. Ricketts, the County Court did not seem to understand that entry could be made on the right of way as a result of the resolution they had passed on March 11. At the meeting of June 21, the County drafted a letter to the Southern Pacific Company requesting a temporary permit for their use so that they could proceed with making the north approach fills. From the information we have to date, this permit was never granted by the Southern Pacific Company.

On several occasions of which we have no record of the dates, Mr. Cattrall discussed the right of way acquisitions with the County Court, and at no time did the County Court feel that they had the right to start work on this project.

The contractor, of course, also was receiving the same information from his contacts with the Court and with our department and did not understand that he or the County could enter the property to start work.

A few days after the contractor called on the right of way department of the Southern Pacific Company on June 17, he showed me the form of agreement he had to sign in order to use the existing private crossing which belonged to Dr. Lamb. This permit specifically mentioned that it was necessary for the contractor to acquire the permission of Dr. Lamb for the use of this private crossing. Of course, Dr. Lamb did not give this permission as he considered that the right of way problem had not, as yet, been solved. This left the contractor without permission to use the private crossing; and, as Tillamook County had not received permission for a temporary crossing, he could not cross the railroad tracks.

While the contractor had a contract with us to build a bridge in which no mention was made of the construction of a road leading to the bridge or a method of access to the bridge, he was led to believe by conversations with the County Court and ourselves that the road was to be built, and Tillamook County had promised to have the north approach embankment made by June 1. It is only logical to assume that the contractor would base his bid on the assumption that he would have ready access to the project.

Very truly yours,

P. M. Stephenson

P. M. Stephenson
Bridge Engineer

PMS/dp
Attached

FORM E-80 20M 9-51 62316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1955

SUBJECT: Nehalem River Bridge
Bridge No. 1362-A
Contract No. 4460

To:

Mr. P. M. Stephenson
Bridge Engineer
O f f i c e

Dear Sir:

In regard to the attached letter, all statements made here by Mr. Telford were verified except that we do not have any knowledge, other than verbal, of his conversations with the Southern Pacific Company.

Authorization of award was made by Mr. W. C. Williams on June 9 after receipt from the County of a letter on June 8.

All the transactions of the P.U.C. were handled by the County through Mr. Cattrall and Mr. Walker. The P.U.C. order for the crossing was issued on June 28. Right of way issues were discussed with the County by Mr. Cattrall and Mr. Walker after this date.

I attended a meeting on June 21 with the County Court at which time Mr. Cattrall and Mr. Walker were present. At that time, Tillamook County had not obtained a permit from the railroad for crossing of the tracks nor had the right of way matters been settled. It was at this meeting that Mr. Walker composed for the County Court a letter of request to the Southern Pacific Company for a temporary crossing.

It was also at this meeting that Judge Effenberger stated that they were having trouble getting the right of way and that Dr. Lamb had returned their check. In the meantime the Southern Pacific had granted a permit for the construction of the grade crossing required, but stated that they would have to do it with their own forces and that it would be three months before they would be able to complete it. In other words, the granting of this permit did not allow the County or the contractor to use this crossing as a temporary crossing; and, therefore, everything had to be held in abeyance until a temporary permit had been granted, and the contractor was unable to get on the bridge site to start the construction of the work.

It appears that all confusion arising from this job is due to the dilatory manner in which the Tillamook County Court proceeded in regard to obtaining a temporary crossing and the right of way from

Dr. Lamb. Also, in the meantime the County was supposed to have graded the right of way and started the fill for the north end of the bridge. No effort has been made by the County to complete this due to the fact, of course, that they had no permit to get across the railroad tracks or had the above right of way mentioned.

In conclusion, it should be noted that the War Department permit was issued to Tillamook County on January 17, 1955, with a limiting starting date of January 17, 1957, and a completion date of January 17, 1959.

Very truly yours,

E. G. Ricketts dp

E. G. Ricketts
Asst. Bridge Engineer

EGR/dp

7-11

Mr. Telford of Columbia Empire Contractors
Came in re Contract 4460 for Nehalem
River Bridge. The Contract was awarded by the
Engr but Telford says it will be at least
60 days before he can get on the job
because no agreement was made with
S P R R to use their land. Telford
says he wants to know if he can withdraw the contract
without losing his bid bond. Told him he
should write a letter to Baldock.

76

RECEIVED
BY SECRETARY

Mr. Baldock

M. Payson
By State Highway Engineer
Please see me
about this.

County Commissioner

August Schellmeyer, County Commissioner — Wesley Shulmerich, County Commissioner

TILLAMOOK COUNTY

O. E. EFFENBERGER, County Judge

TILLAMOOK, OREGON

July 20, 1955

NOTED
J. W. CATTRALL

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. John W. Cattrall

Dear Mr. Baldock:

This is to advise you that Tillamook County has secured by resolution the right of way for the Blackmore to Walker Section of the Miami Foley Creek County Road. which area is described as follows:

A strip of land with the following described center line:

Beginning at a point which is 2362.88 feet north and 329.21 feet west of the southeast corner of Section 36 Township 3 North Range 10 West, W.M., Tillamook County, Oregon, said station being 0+0; thence following a 143.25 foot radius curve to the right whose long chord bears south 31°08'40" east for a distance of 124.84 feet to Station 1+29.17; thence south 5°18'40" east 2275.50 feet to station 24+04.67; thence following a 1637.14 foot radius curve to the left whose long chord bears south 11°28'25" east a distance of 351.73 feet to a point which is 354.17 feet south and 15.85 feet east of the southeast corner of Section 36 Township 3 North Range 10 West, W.M.; Less however railroad and present county road right-of-ways.

Said property having been appropriated from land belonging to the following:

Lawrence L. Blackmore and Daniel J. Blackmore
Harry D. Bernhardt and Laverne Bernhardt
Stanley Lamb
James B. Lommen
W. M. Walker and Dora Walker

Order establishing this section of county road was signed March 11, 1955 and filed in the office of the county clerk.

Yours very truly,

TILLAMOOK COUNTY COURT

Wesley Shulmerich
County Commissioner

August Schellmeyer
County Commissioner

County Judge

RECEIVED
JUL 21 1955

Columbia Empire Constructors, Inc.

4807 S. E. Milwaukie Avenue
Portland 2, Oregon

June 17,1955

Mr. P.M. Stephensen
Bridge Engineer
Oregon State Highway Dept.
Salem ,Oregon

RE: Nehalem River Bridge
1362A -Contract 4460

Dear Sir:

Reference is made to your letter of June 13th regarding the starting date for the Nehalem River Bridge .

It is our desire to ship in the machinery June 27th and start to work as soon as possible thereafter however this date I was told by the Right -Of-Way Department of the Southern Pacific Railroad in no uncertain terms that we could not cross the Southern Pacific Right -Of-Way on the new highway alignment as no agreement exists between the State,Tillamook County and the Southern Pacific R.R. They also indicated that it would be three months or longer before one would be reached .

This puts us behind the well known eight -ball as the footings must be dug during low water . All materials such as concrete, lumber etc.,must go over the R.R. tracks to the bridge site . To be able to achieve such,some agreement of some kind has to be worked out with the Railroad .

In reading over the contract,I find no mention being made of the status of the Road Right -Of-Way or the Railroad Crossing but I was of the opinion that it was reasonable to assume that the necessary right -of -way and easements had been secured for the Bridge Contractor to be able to reach the bridge site with eqipment and materials with which to build the bridge .

Your cooperation in this matter is requested in order that we may start construction of the bridge and finish by the stated completion date,October 31,1955 .

Sincerely yours ,

COLUMBIA EMPIRE CONSTRUCTORS,INC.

Thomas D Telford

Thomas D Telford

RECEIVED
JUN 20 1955
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
JUN 20 1955
OREGON
STATE HIGHWAY COMMISSION

4 ff
8/11/55

Columbia Empire Constructors, Inc.

4507 S. E. Milwaukie Avenue
Portland 2, Oregon

July 15 ,1955

Oregon State Highway Commission
Salem ,Oregon

Attn: Mr. Floyd Query
Re: Contract # 4460
Nehalem River Bridge

Gentlemen:

Your letter of July 12th requesting execution of Contract No. 4460 awarded June 9th covering the construction of the Nehalem River Bridge was received this date .

In accordance with our conversation in your office July 12th I wish to again confirm the fact that we have to date been denied access to the Nehalem River Bridge Site because the Southern Pacific Railroad refuses to allow us or our suppliers to cross over their right -of -way between the existing County road and the bridge site .

This untimely refusal on the part of the Southern Pacific Railroad is contrary and in direct violation of the conditions under which the contract was awarded . The results are very damaging and far reaching .

A full report on the matter will be forwarded to the Commission within the week for their consideration .

Sincerely,

COLUMBIA EMPIRE CONSTRUCTORS,INC.

Thomas D Telford

Thomas D Telford,President

CC Mr. P.M.Stephenson
Bridge Engineer

Commerce Investment Co.

RECEIVED
JUL 18 19[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
AUG 24 1955
FOR FILING
177(1)

August 9, 1955

Oregon State Highway Commission

re: Nehalem River Bridge
Tillamook County FA Project

Gentlemen:

This was received on May 25, 1955 for the construction of the Nehalem River Bridge on the Miami-Necanicum Wood County Road in Tillamook County. The Columbia Engineering Contractors, Inc., and C. E. Ward Mechanical Contractors were the low bidder in the sum of $19,771.

The north approach to this project involves a crossing of the Northern Pacific Company tracks and, while the structure itself was not interfered with by the crossing, we did not recommend award until the Public Utilities Commissioner had indicated that a permit for this grade crossing would be granted. The Engineer was instructed to withhold notification to the contractor until this assurance was received. Matters pertaining to the grade crossing were cleared up and we were advised by the Public Utilities Commissioner that an order would be issued. In June, the contractor was advised of the award and contract forms were mailed to him on June 13. These contracts have not been signed by the contractor nor returned to the State.

Under date of July 28 the contractor requested that the award be cancelled and his bid bonds returned. He alleges that the Northern Pacific Company would not grant him a private crossing of the railroad to get to the job and that Tillamook County has not entered into an agreement with the railroad company opening the crossing. Because of these details he says he was unable to get to the job in order to start work in time to complete the work this year and that holding it over for another year would materially increase his costs because of increases in steel prices and labor rates.

We have investigated this matter and find that the contractor is in the main correct in his statements and that he was prevented from starting the work on his scheduled time through no particular fault of his own.

The matter was referred to Mr. Mulfield for advice as to the manner which could be pursued. He advises that we can either cancel

the contract award and return the bid bond or that we can negotiate with the contractor to assume additional costs on account of the delay.

I do not believe that this second course is practical as it would be almost impossible to determine what additional costs had been incurred, and it would put us pretty much at the mercy of the contractor in adjusting. I would recommend that because of the delays in access to this job the contract be canceled and the contractor's bid bond returned subject to release by the contractor of any claims against the State. This matter has been discussed by telephone with Judge Effinger of Tillamook County and he is agreeable to this procedure.

Tillamook County was to have graded the section of the road at each end of the bridge before the bridge construction was started. So far they have not done any of the grading and we are hoping that they proceed immediately with this work.

I would recommend that we readvertise the project for bids as soon as Tillamook County has gotten far enough along with the grading so that we can be sure the grade will be ready. With the delay that has already occurred and the non-completion of the grading by the County, the project could not be done this year and readvertisement will not delay final completion of the project.

I am attaching hereto a copy of the contractor's letter requesting cancellation of the contract and a copy of the Attorney's opinion.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attach.

cc Mr. G. S. Paxson
Mr. C. W. Enfield
Mr. P. M. Stephenson

GSP:gm

FORM E-20 25M 8-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1955

SUBJECT: Nehalem River Bridge
Tillamook County-Contract 4460-
Contractor's request that award
be cancelled & bid bond returned
based upon delay.

To: Mr. G. S. Paxson
Assistant Highway Engineer
O f f i c e

Dear Mr. Paxson:

In compliance with your request of July 29, 1955, I have made a study of the above-captioned subject matter and based upon the facts outlined in your letter and supplemental material which will be reviewed later make the following recommendations, although alternate courses are pointed out with possible if not probable legal consequences:

1. That contractor's request of cancellation of contract award and return of bid bond be honored.

2. That in the alternative negotiations be entered into with contractor along lines suggested in his letter of July 22, 1955, wherein additional compensation be awarded contractor to cover additional costs, which could be established by contractor to have occurred arising out of Tillamook County's failure to provide access way to the structure upon which the work was to be performed.

To recapitulate the fact situation briefly, on May 25th the Commission called for sealed bids for the construction of project and as published in the bid tabulation, elected to accept bid of contractor and the State Highway Engineer was directed to award the contract to said bidder as soon as right of way matters were cleared. Contractor was notified May 27th that the State Highway Commission accepted his bid subject to the clearing of right of way matters above indicated. Subsequent thereto, on June 9th contractor was notified that the conditions of the May 25th acceptance had been satisfied and the State Highway Engineer awarded the contract in conformity with the Commission's

authorization. Contract number assigned was 4460.

The following day, on June 10th, contractor inspected the Nehalem Bridge site and it was noted that temporary planking for a crossing across the railroad tracks of the Southern Pacific Railroad would be necessary in order to move in the necessary machinery and equipment. June 14th the Engineering Department of the Southern Pacific Railroad Company was asked permission to cross the railroad tracks within the boundaries of the new county road right of way to deliver a large bulldozer to the site. The Right of Way Department of the railroad on June 17th told contractor that this would not be possible until an agreement had been reached between Tillamook County and Railroad. As of this date no agreement existed between county and railroad for the use of such a crossing. Mr. Gardner of the Bridge Department was immediately notified by telephone of the action taken by the Southern Pacific Railroad Company and the conversation confirmed by letter to Mr. Stephenson, Bridge Engineer, on June 17th. On June 20th Mr. Stephenson, by letter, informed contractor that Mr. Cattrall would call on the County Court June 21st in an effort to arrive at some kind of settlement. Mr. Cattrall subsequently did this.

On June 30th the Bridge Department advised contractor that the hearing on the crossing had been held and that the order would be forthcoming. On July 5th the contractor was notified by Southern Pacific Railroad that they had received an order from the Public Utilities Commission to build a crossing. The Southern Pacific Railroad then was requested to expedite the PUC order and put in the crossing, but they indicated that it would be impossible to have the crossing in before September 10th. On the morning of July 8th contractor was notified by the Bridge Engineer of the Highway Department that Tillamook County had made arrangements with Southern Pacific Railroad for temporary crossing which could, in their estimation, be ready by August 1, 1955.

Contractor takes the position that this delay in making the site available has drastically changed the conditions of the contract in bringing about an impossibility of constructing same during the current construction season due to the early flooding of the river in question. He also points to the fact that the bid was submitted upon the basis of material and labor being delivered and performed during the current construction season. A further factor would be the cost attendant to moving out, if the river in fact made work impossible during the winter season, and the moving back for the completion of the work in the spring, along with attendant rises in cost of labor and material.

It would appear that insofar as the State or County, as the case may be, owes a duty of providing a right of way to the work project,

that contractor has been delayed by Tillamook County's failure to provide for the crossing of the Southern Pacific Railroad tracks. Where two parties have entered into a contract where one party is to do work for another and the party for whom the work is to be done causes a delay in the performance of the performing party, the party who is prevented from performing within the time limit stipulated, or looked to, in the contract has an action for damages over against the interviewing party. 12 Am. Jur. Sec. 351, Pgs. 950 to 960; 13 Am. Jur. Sec. 721, Pg. 647, et seq. In connection with this situation see Guerine Stone Co. v. P. J. Corlin Construction Co. 230 U.S. 264, 60 Lawyer's Edition 636. In this case a contractor had agreed to furnish stone for a building including the sawing and dressing of the same. He was allowed to recover damages for the enforced suspension of and delay in the work of the other party arising out of doubts of the desirability of completing the building with stone and the desirability of the site. This delay was occasioned by an examination and investigation of the foundation of the building and of the stone by several commissions and other interested parties. In this connection also see U.S. v. Wyckoff Pipe and Creosoting Co. 271 U.S. 263, 70 Lawyer's Edition, 939; Ind. Northern Traction Co. v. Brennan 174 Ind. 1, 87 N. Eastern 215, 30 LRA NS 85.

It would appear from the foregoing fact situation that the contractor has a valid position in maintaining that Tillamook County's failure to provide access way went to the essence of the contract. When time is of the essence of a contract, of course, nonperformance within the time stipulated or stated, or within a reasonable time, be the time not stipulated or stated, constitutes a breach for which the nonperforming party must respond in damages. In the event the breach is held to be material for which the non wrong doing party may have his election of treating the contract is rescinding or backing away from same in toto. 12 Am. Jur. Contracts, Sec. 306, Pg. 861. See also 12 Am. Jur. Contracts, Sec. 329, Pg. 885 under the heading of prevention of performance.

> "Where however, one of the parties does not perform within the time specified in his performance within such time as essential, the other party is not obligated to perform his original promise and there is no right of action against such other party upon the contract, although he may be liable upon an implied promise."

12 Am. Jur. Contracts, Sec. 349, Sub-section E, Delay and Promise, Pg. 912

Phillips & Co. Construction Co. v. Seymour 91 U.S. 646, 23 Lawyer's Edition, 341, Holt v. United Security Life Insurance Co. 76 N.J.L. 585, 72 Atlantic 301, 21 L.R.A. (N.S.) 691. See also 12 Am. Jur. Contracts Sec. 351 to the effect that an individual is relieved from his duty to complete a contract where delay has been occassioned by the adverse or other contracting party.

The foregoing matter applicable to contractor's right to rescind or treat the contract as rescinded depends upon the fact situation being as portrayed in the matter before me.

It would appear from the above mentioned fact situation that a contract did in fact arise between the commission and contractor, from one view point at least, that being so, an attempt could be made to hold contractor to the terms of his agreement. In the event that this was done, however, contractor would have an action over against the commission for the damages caused him due to the delay of Tillamook County's failure to provide access way to the project. It would appear to have been within the contemplation of the parties at the time this contract was let that an access way would provided in time for the job to be completed in the current construction season. Consequently any delay which was not fostered or contributed to by the contractor which has materially caused damages would give rise to an action over against the party causing damages to the extent that the delay injured him.

Consequently due to the matter above set forth I would recommend that one of the two courses indicated in paragraph 1 of this letter be followed. This is based upon the fact situation in chronological order which has been supplied along with your letter requesting an opinion upon the subject matter. A full release from contractor should be had before following alternative course number one.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By
JAMES B. DANIELS
Assistant Attorney

JBD:br

Columbia Empire Constructors, Inc.

4507 S. E. Milwaukie Avenue
Portland 2, Oregon

July 22, 1955

Oregon State Highway Commission
c/o R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Contract #4460

Gentlemen:

On May 25th the Commission called for sealed bids for the construction of the Nehalem River Bridge in Tillamook County, and as published in the tabulation of bids, the Commission elected to accept the bid of Columbia Empire Constructors and P.S. Lord Mechanical Contractors in the sum of $115,321.00. The State Highway Engineer was directed to award the contract to said bidder as soon as right-of-way matters were cleared.

On May 27th, Columbia Empire Constructors Inc. and P.S. Lord Mechanical Contractors were notified by letter that the State Highway Commission, on May 25, 1955, accepted our bid in the amount of $115,321.00 for construction of a bridge over the Nehalem River on Miami Valley Road, near Mohler in Tillamook County. The Commission referred the bid to the Engineer with authority to award the contract to us as soon as certain conditions had been satisfied.

On June 9th, we were notified by letter that the conditions of the May 25th acceptance had now been satisfied. The State Highway Engineer has awarded us the contract in conformity with the Commissions authorization, the project having been assigned Contract No. 4460.

On June 10th, the Nehalem River Bridge site was inspected and it was noted that temporary planking across the railroad tracks, within the new County Right-of-way, would be required to be able to move in the necessary machinery and materials with which to dig and construct the north footings of the bridge.

Upon receipt of the June 9th letter, Falcon Cove Sand and Gravel Co. of Nehalem, Oregon, was contacted and an agreement was worked out with Mr. J. H. Scott, owner, to erect a Batch Plant at the bridge site on the North Bank of the Nehalem River and deliver concrete to the bridge as required for $19.00 per cubic yard.

On June 14th, we asked the Engineering Department of Southern Pacific Railroad Company, for permission to cross the railroad tracks within the boundaries of the New County Road Right-of-way and deliver a large bull dozer to the North Banks of the Nehalem River, and start

work on a temporary road to the bridge site, and a coffer dam for the footings. We were advised that this matter was handled by the Right-of way Department of the Railroad and to contact them. This we did.

On June 17th, the Right-of-way Department of the Southern Pacific Railroad told us, in no uncertain terms, that we could not, under any circumstances, cross the Southern Pacific Right-of-way within the new proposed County Road Right-of-way until some agreement had been reached between Tillamook County and the Southern Pacific Railroad regarding the use of the crossing and who was going to pay for the signals, etc. As of this date (June 17th) no agreement existed between Tillamook County and the Railroad Company for the use of such a crossing. Until such time that an agreement was made, we would not under any circumstance be permitted to cross the Railroad Right-of-way with machinery or materials.

Mr. Gardner, of the Bridge Department of the Oregon State Highway Department, was immediately notified by telephone of the action taken by the Southern Pacific Railroad Company, and the conversation was confirmed by letter to Mr. Stephenson, bridge engineer, June 17th. Since it appeared during the telephone conversation with Mr. Gardner, that the matter could be straightened out within a few days, June 27th was set up as the tentative date to again try and ship in the necessary machinery and materials.

On June 20th, we received a letter from Mr. P. M. Stephenson, Bridge Engineer acknowledging our letter of June 17th, and we were informed that Mr. John Cattrall would call on the County Court June 21st in an effort to arrive at some type of settlement, or agreement on the use of Right-of-way so we might have immediate access to the job, as he realized the importance of starting this work as soon as possible, and would keep us advised as to the developments.

On June 24th, we again checked with Mr. Stephenson, Bridge Engineer, and we were advised that a P.U.C. Hearing would have to be held and the Public Utilities Commissioner would give a ruling on the matter.

On June 30th, we were advised, by the Bridge Department, that the hearing on the crossing had been held and that the order would be forthcoming.

On July 5th, we were notified by the Southern Pacific Railroad that they had received an order from the Public Utilities Commissioner to build the crossing. We were also notified by Mr. Danforth, Resident Bridge Engineer for the project, and the County Roadmaster of Tillamook County of the P.U.C. Order.

The Southern Pacific Railroad was then requested to expedite the P.U.C. order and put in the crossing immediately so we could start to work. Accordingly, we were notified that barring unforseen contingencies, the shortest possible time that the crossing could be constructed, in accordance with the P.U.C. order, would be on or about September 10th.

On the morning of July 8th, we were notified, by the Bridge Engineer of the Oregon State Highway Department, by telephone, that Tillamook County had made arrangements with the Southern Pacific Railroad for a temporary crossing, which no doubt could be constructed, ready for use by August 1, 1955.

This late date of access to the bridge site presents some damaging and far reaching problems.

(a) The contract calls for a completion date of October 31, 1955.

(b) Since the river is subject to fast rises due to rain storms, etc. any time after September 20, it would be very unwise to start construction of anything but the footings. This means the bridge section will have to be constructed next year, as all the land floods adjacent to the bridge site during the winter months and especially during extreme high tide. Any materials or equipment would have to be moved out for the winter. Two previous contractors have lost their bridge false work on the Nehalem River due to its unpredictable flow during the winter months.

(c) Construction work next year will be done at a marked increase in costs, due to the raise in wages and materials after January 1st. All quotations for materials such as steel, piling, lumber, concrete, and etc. were quoted for delivery during the summer of 1955, not the summer of 1956. Already, re-inforcing steel has gone up .50 cents per 100 pounds. Steel tiers wages have increased .22½ cents per hour with a .10 cent increase guarantee for January 1, 1955. Carpenter wages have gone up .04½ cents per hour with a .10 cent per hour increase predicted January 1. Materials prices are bound to fall in line, which will result in an additional net cost of about $7,800.00 for the work to be done in 1956. This is more than the anticipated profit of the entire job.

Unless some arrangements can be made to compensate us for the actual increased costs in wages and materials for construction in 1956, and a time extension ofone year be granted without Engineering Penalty, it is our desire not to enter into a contract with the Commission for the construction of the Nehalem River Bridge for the reasons as above outlined.

We have acted in good faith regarding this matter, and we have repeatedly tried to start construction of the bridge since notification of award on June 9th.

The failure of the commission to provide the necessary access right-of-way and the untimely actions of the Southern Pacific Railroad are in direct violation of the terms of the contract under which it was awarded, and accordinly we respectuflly request that our Bid Bond be returned.

RECEIVED
JUL 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

COLUMBIA EMPIRE CONSTRUCTORS INC. &
P.S. LORD MECHANICAL CONTRACTORS, Joint Vent.

By. Thomas D Telford

RECEIVED
JUN 10 1955
FOR FILING

S-177(1)
4460

June 9, 1955

Columbia Empire Constructors, Inc. and
P. S. Lord Mechanical Contractors
4607 S. E. Milwaukie Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission on May 25, 1955 accepted your proposal for construction of a concrete bridge over Nehalem River on Miami Valley Road near Mohler in Tillamook County for the sum of $115,321 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4460.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

R. G. Savage, SLAC
H. G. Smith
S. H. Prebert
P. M. Stephenson

NOTED
J. Mc C.

Pacific Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Washington

Attention: Dorothy McCormack

RECEIVED
JUN 7 1955
FOR FILING

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 9, 1955
1:55 p.m.

Columbia Empire Constructors, Inc. and
P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Ave.
Portland 2, Oregon

Contract for Nehalem River Bridge, Tillamook County for which you submitted low bid on May 25, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

RECEIVED
JUN 7 1955
FOR FILING

S-1770

HH 60

June 7, 1955

County Court of Tillamook County
Court House
Tillamook, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Tillamook County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Tillamook County covering the Nehalem River Bridge, FAS 615.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUN 9 1955
FOR FILING

S-177(1)

file B

Salem, Oregon
June 7, 1955

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Tillamook County covering the Nehalem River Bridge, FAS 615.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Tillamook County.

Secretary

rn
Attach

FORM E20—50M—10-54—79469

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1955

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering the Nehalem River Bridge on FAS 615 in Tillamook County.

Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. These copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the above project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on August 9, 1954.

1-21-54

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-54 Minute Page 29 & 8-9-54 Minute Page 42

Highway Secretary

S-190(1) Abiqua Creek Bridge 1955

#4461

Harold C. Ayers

December 26, 1956

Marion County Court
Courthouse
Salem, Oregon

Gentlemen:

Final costs are now available for the Mill Creek bridges (2) and Penn Annex Bridge project on FAS 590 and for the Turner - Aumsville grading and paving project also on FAS 590. The agreed county share for these two projects as shown in the attached statement of costs is $12,367.46 and $12,956.69 respectively and refunds for each project in the amount of $1,432.54 and $1,843.41 are due the county. In accordance with my telephone conversation with Mr. Anderson, County Engineer, we are retaining these refunds to apply against future county FAS projects.

We now have on hand the following retained refunds:

Hopmere - Wheatland Jct., FAS 159	$1,071.40
Abiqua Creek Bridge, FAS 591	715.59
Mill Creek (2) & Penn Annex Bridges, FAS 590	1,432.54
Turner - Aumsville Sec., FAS 590	1,843.31
Total	$5,062.84

In addition to the above the county deposited $1,000. in excess of the amount required in connection with the Champoeg Creek Bridge on FAS 128. The exact amount of refund due on this bridge will not be available until final costs are in.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

NOTED
JOHN D. GRAHAM

cc: Mr. John Anderson
Marion County Engineer

J. F. H...

NOTED
C. G. SWENSON

Form A-150—1036—9-55

NOTED
J. W. CAITELL

Contract 4861
L-10(5)

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
JUL 11 1956

Marion County
Salem, Oregon

Attn: County Court

Invoice No. 46100

Date July 10, 1956

Your Req. No.

Billing Request No. cc-251

Credit distribution: 521-1093-297

Final billing county's share total cost of Abiqua Creek Bridge, FAS 591, covered by agreement dated May, 1955.

Original Advance Deposit	4,500.00	
Less: Amount previously transferred	3,500.00	
Balance Advance Deposit		1,000.00
County share total cost as per attached statement	3,784.41	
Less: Amount previously transferred	3,500.00	284.41
To be retained		$ 715.59

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By GRW

State Printing 88944

JFH:mm

July 9, 1956

NOTED
Harold C. Ayers

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
J. [illegible]

Dear Mr. Anderson:

Final costs are now available for the Abiqua Creek Bridge on FAS 591 and the agreed county share of these costs has been determined to be $3,784.41 as shown in the attached cost statement. As the County initially deposited $4,500 a refund of $715.59 is due. As per the County's request we are retaining this refund to apply towards future county FAS projects.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Marion — Contract No. 4401 — Date 7/6/26

FAS [illegible] — Section Abiqua Creek Bridge. Completed 11/10/25.

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing, grubbing, etc.	[illegible]	[illegible]	[illegible]	[illegible]
2. Excavation, excavation	[illegible]	[illegible]	[illegible]	[illegible]
4. Class A concrete	[illegible]	[illegible]	[illegible]	[illegible]
5. Metal reinforcement	[illegible]	[illegible]	[illegible]	[illegible]
6. Removal of old bridge	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Cement and labor of contractor	Bbl.	[illegible]	[illegible]	[illegible]

Subtotal..... [illegible]
Construction Engineering..... [illegible]
TOTAL CONSTRUCTION COSTS..... [illegible]

TOTAL FUNDS COLLECTED FOR PROJECT [illegible]

AGREED COUNTY SHARE DATA (30%)
30% of difference between total costs and federal funds:
([illegible] - [illegible]) x .30 = $ 3,[illegible].41

County Advance Deposit $ 4,[illegible].0
Less County Share Costs 3,[illegible].41
REFUND DUE COUNTY..... $ [illegible]

FAS 51 County [illegible] Contract No. 4461

Section [illegible]

Location [illegible]

RECEIVED
DEC 30 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) December 29, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4461	5 - Final	Concrete Structures

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26021	R-139391	$785.84	December 29, 1955

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to Nov. 15, 1955 without penalty

Completion Date: Nov. 10, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-29-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 29 1955

Ruth Rawlings

MAILED ON CARD

gl

RECEIVED
DEC 15 1955
FOR FILING

S-170 (1)
4461

December 15, 1955

CERTIFIED MAIL

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4461 for construction of the Abiqua Creek Bridge on the Meridian Road (FAS 591) in Marion County was completed by the contractor, Concrete Structures, on November 10, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $785.84 will be released to the contractor after acceptance by the Commission. The total contract amount is $18,076.09 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Wood Bldg.
Portland 4, Oregon

NOTED ON CARD
gf

RECEIVED
NOV 29 1955
FOR FILING

S-190 (1)
1

November 29, 1955

CERTIFIED MAIL

Glens Falls Insurance Company
Pacific Coast Department
Wills Tower, 6th Floor
San Francisco 4, California

Glens Falls Insurance Company
Amerete & Rohrman
440 Mead Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Concrete Structures on contract No. 4461, covering bridge construction on the Abiqua Creek Section of Meridian Road in Marion County.

This payment, in the amount of $1,288.38 will be released to contractor on or after December 9, 1955. The retained percentage is $534.75.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

Note on card DC

RECEIVED
NOV 23 1955
FOR FILING

4-4-1

November 21, 1955

Concrete Structures
8906 S. E. Harrison St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from September 30 to December 30, 1955 within which to complete your contract No. 4461, for constructing the Abiqua Creek Bridge on Meridian Road (FAS 591) in Marion County.

We are pleased to inform you that the Highway Commission granted your request from September 30, 1955 to November 15, 1955 without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

P. H. Stephenson,
Bridge Engineer

RECEIVED
OCT 11 1955
FOR FILING

October 7, 1955

Oregon State Highway Commission

Request for extension of time
No. 7
November 3 and 4 meeting.

Gentlemen:

Re: Antique Creek Bridge
Contract No. 4401

Concrete Structures, contractor on the Antique Creek Bridge on the Meridian Road in Marion County, has requested an extension of time from September 30, 1955, to December 30, 1955, in which to complete the contract.

At this date, the contract is ninety percent complete and all concrete has been poured. The contractor has been delayed by adverse weather and unavailability of concrete finishers.

The contractor should not need more than forty-five days to complete all work; so, it is recommended that this extension be granted to November 15, 1955, without penalty. This is a Federal Aid Secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHK/dp

Attached

1737

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Ore.
County Marion
Project No. S-190(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 2nd day of Aug., 19 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 23rd day of March, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.021 miles of bridge construction (Character of work)

between a county road in Section 13, T. 6 S., R. 1 W., W.M., and FAS 147 near Silverton, (Control points),

consisting of 0.000 miles of roadway and one (Number) bridge, totaling 0.021 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirteen thousand, six hundred and 00/100 dollars ($13,600.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is twenty-one thousand, nine hundred seventy-two and 50/100 dollars ($21,972.50).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

Attest

SECRETARY

Oregon State Highway Commission
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

RECEIVED
AUG 2 1955
DIVISION 6

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

Attest

SECRETARY

Oregon State Highway Commission
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By

Division Engineer, Bureau of Public Roads

—33205

RECEIVED
AUG 2 1950
DIVISION 6

Oregon State Highway Department

Federal Aid Secondary
Project No. S-190 (1)

ABIQUA CREEK BRIDGE ON THE MERIDIAN

ROAD IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Type Code X021
Abiqua Creek Bridge (Sta. 13+50 to Sta. 14+60) (Contract No. 4461)

All Required	Shoring, Cribbing, etc.	$	$ 700.00
270 cu. yds.	Structural Excavation	5.00	1,350.00
20 cu. yds.	Excavation Below Elevation Shown	10.00	200.00
195 cu. yds.	Class "A" Concrete	55.00	10,725.00
45,000 lbs.	Metal Reinforcement	0.10	4,500.00
All Required	Remove Old Bridge		2,500.00
		Subtotal	$19,975.00
		10% Engr. & Cont.	1,997.50
		Total	$21,972.50

Length of Structure 0.021 Mile

Federal Funds	$13,600.00
State Funds	4,186.25
County Funds	4,186.25
	$21,972.50

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1936.
Funds For Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Marion County with the Highway Department.

RECEIVED
JUL 19 1955
FOR FILING

S-10(1)
4461

July 18, 1955

Concrete Structures
8906 S. E. Harrison St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4461, which was awarded to you by the State Highway Commission on June 13, covering construction of the Abiqua Creek Bridge on the Meridian Road (FAS 591) in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

3f

Form A-190—10M—12-54

INVOICE

NOTED
J. W. CATTRALL

NOTED
J. R. JOR...

Oregon State Highway Department

Salem, Oregon

Invoice No. 39719

Date June 16, 1955

Your Req. No.

Billing Request No. CC-176

Credit distribution: 521-1093-297

Marion County
Salem, Oregon

Attn: County Court

RECEIVED
JUN 20 1955
ENGINEER
COUNTY COMMISSIONERS

Advance Deposit	4,500.00
Partial transfer county's share total cost. Abiqua Creek Bridge, Marion County FAS 591, covered agreement dated May, 1955	3,500.00
To be retained	$1,000.00

NOTED
Harold C. Ayers

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request. $.....

By.....

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HAGEMANN

590

June 14, 1955

Marion County Court
Court House
Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of an advance deposit of $33,100 in connection with the Turner-Aumsville Section of FAS 590, the Pen Annex Bridge and two bridges over Mill Creek between Turner and Aumsville on FAS 590, and the Abiqua Creek Bridge Section of FAS 591. Contracts Nos. 4461, 4462, and 4463 have been awarded for these projects and a copy of each will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HAGEMANN

RECEIVED
[illegible] 1955
FOR FILING

FORM S-30 57,500 4-52 96006
1-190(1)
4461

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1955

C
O
P
Y

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

L

We have received this date Marion County's deposit of $33,100 in connection with the Turner-Aumsville Section, Bridges (2), and Penn Annex Section, and the Turner-Aumsville Section, grading and paving on FAS 590 and the Abiqua Creek Bridge on FAS 591. These projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

/s/ John F. Hagemann

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert
P. M. Stephenson

RECEIVED
JUN 27 1955
FOR FILING

- 170 (1)
4461

B

June 13, 1955

Concrete Structures
8906 S.E. Harrison Street
Portland, Oregon

NOTED
J. Mc C.

Gentlemen:

The State Highway Commission on May 25, 1955 accepted your proposal for construction of the Abiqua Creek Bridge in Marion County for the sum of $19,975 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4461.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

R. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Attn: Dorothy McCormack

R. G. Savage (BIAC)
H. G. Smith
S. H. Probert
P. M. Stephenson

NOTED
J. W. CATTRALL

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

11:08 a. m.
June 13, 1955

Concrete Structures
8906 S. E. Harrison St.
Portland, Oregon

Contract for Abiqua Creek Bridge, Marion County, for which you submitted low bid on May 25, 1955 awarded you today. Contract forms follow shortly.

Floyd Cuery, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

Encl.

NOTED
J. F. HACKEMANN

NOTED
J. W. CATTRALL

June 8, 1955

NOTED
[illegible]

Marion County Court
Court House
Salem, Oregon

NOTED
Herold C. Ayers

Gentlemen:

Enclosed are copies of three encroachment resolutions covering the Turner-Aumsville and Abiqua Bridge FAS projects. These resolutions are for the County's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Encl.

NOTED
J. F. HAGEMANN

RECEIVED
JUN 13 1955
FOR FILING

S-190 (1)
4461

Salem, Oregon
June 7, 1955

COPY

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies of Maintenance Agreements and 2 conformed copies of Finance Agreements covering the Turner-Aumsville Section and 3 Bridges over Mill Creek, FAS 590 and the Abiqua Bridge Section, FAS 591, also four certified copies of a Maintenance Agreement covering the Pen Annex Section, FAS 590.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Marion County.

Secretary

rn
Attach

NOTED
R. JONES

NOTED
Harold C. Ayers

May 27, 1955

Marion County Court
Court House
Salem, Oregon

NOTED
J. F. HAGELMANN

NOTED
J. W. CATTRALL

Gentlemen:

On May 25th and 26th the Highway Commission received satisfactory bids from Concrete Structures of Portland for construction of the Abiqua Creek Bridge on FAS 591, from Tom Lillebo of Reedsport for construction of the two Mill Creek Bridges on the Turner-Aumsville Section and the Pen Annex Bridge Section of FAS 590, and from Warren Northwest, Inc., of Portland for construction of the Turner-Aumsville Section of FAS 590. As per the agreements between State and County, an advance deposit of 20% of the estimated total cost of these projects based on the low bids received is required prior to signing contracts. The amount of this deposit is as follows:

Contract 4461
FAS 571

Abiqua Creek Bridge		
Bid Items	$19,975.00	
12-1/2% Engineering & Contingencies	2,496.88	
Estimated Total Cost.....		$ 22,471.88

Contract 4462
FAS 590

Mill Creek Bridges (2) and Pen Annex Bridge Section		
Bid Items	$61,484.00	
12-1/2% Engineering & Contingencies	7,685.50	
Estimated Total Cost.....		$ 69,169.50

Contract 4463
FAS 590

Turner-Aumsville Section		
Bid Items	$65,660.00	
Move & Reset Mail Boxes	220.00	
12-1/2% Engineering & Contingencies	8,235.00	
Estimated Total Cost.....		$ 74,115.00
ESTIMATED TOTAL COST ALL THREE PROJECTS.....		$165,756.38
ADVANCE DEPOSIT OF 20%		$ 33,100.00

Please make this deposit by means of a check or warrant in the amount of $33,100 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all required right-of-way has been obtained, a contract will be awarded. Your immediate attention to this matter would be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mn

Memo to J. W. Nash
2/23/55

NOTED

Abiqua Creek Bridge
FAS Route 591

This bridge is located approximately 2 miles northeast of Silverton on the Meridian County Road. The existing structure is a 70-foot long timber truss with pile trestle approaches. Horizontal clearance for the main span is 17'-3". This structure has deteriorated to the point that it is no longer adequate to handle the present type and volume of traffic.

The proposed project is to construct a reinforced deck girder concrete bridge on the existing alignment. Horizontal clearance of the structure will be 26 feet. Marion County will construct required road approaches without Federal cooperation.

This road serves a highly developed farming area upon which diversified crops and dairy cattle are raised.

Marion County	Funds:	Federal	$18,000
Length of Bridge = 110'		State	6,000
		County	6,000
		Total..	$30,000

NOTED
J. F. HAGELMANN

JFH:mm

Harold C. Ayers

Approved by Highway Commission October 28, 1954

MARION COUNTY
PROPOSED PROJECTS

FAS 590 - Pen Annex Bridge Section, $35,000. This bridge is over Mill Creek and is located on the Salem-Turner-Aumsville County Road opposite the Pen Annex approximately 3 miles southeast of Salem. The existing bridge is Highway Department Bridge Inventory No. 6010.

The proposed project is to construct a bridge with a 26' roadway on a revised alinement immediately east of the present bridge which will remain in service during bridge construction. The FAS project will be for the structure and placing a fill for the road approach at each end. The county will remove the existing bridge and construct the base and wearing surface on the road approaches. Mr. Hedda Swart, County Engineer, should be consulted prior to making the survey.

FAS 590 - Turner-Aumsville Section, 3.2 Miles, $100,000. This section extends from the county road intersection approximately 0.5 mile east of Turner, easterly to the North Santiam State Highway at Aumsville.

The proposed project is to grade, base, and place a 20' wide asphaltic concrete pavement 2-1/2" thick with 2' shoulders on an improved alinement for a distance of approximately 0.5 mile at the Aumsville end, and to widen and resurface the existing 16' pavement with a 20' asphaltic concrete pavement with 2' shoulders on the balance of the section. In addition, two bridges over Mill Creek are to be replaced with new 24' roadway structures. One structure to be replaced is the covered bridge over Mill Creek (Bridge Inventory No. 6009) approximately 1 mile east of Turner and will be reconstructed on the present alinement. The other bridge (Bridge Inventory No. 6008) is located approximately 1/4 mile west of Aumsville and the new bridge will be on a revised alinement. Mr. Swart, County Engineer, should be consulted regarding the line revision prior to making the survey.

FAS 591 - Abiqua Creek Bridge, $30,000. This bridge is located approximately 2 miles northeast of Silverton on the Meridian County Road.

The proposed project is to construct a 26' roadway bridge over Abiqua Creek on the present alinement. The FAS project will be for the structure only, including removal of the existing bridge. The county will close the road during construction and construct road approaches as required.

FAS 159 - Fairfield Junction-Hopmere Section, 4.7 Miles, $100,000. This section extends from the junction with the county road leading to Fairfield and St. Paul, southerly along the North River Road to the north end of the Hopmere-Wheatland Junction project at Hopmere.

The proposed project is to grade and place base material as required to widen and resurface the existing 16' asphaltic pavement with a 22' wide asphaltic concrete pavement with 3' shoulders. The estimated cost is based on a preliminary design of a total base and pavement thickness of 12-1/2" on the widened portions with the pavement thickness varying from 2-1/2" on the widened portions to 1-1/2" at the center line of the existing pavement. Usable survey data is probably available in the County Engineer's office.

S-181(1) Mill Creek and Pen Annex 1955
S-189(2) Bridges.
#4462

Harold C. Ayers

December 26, 1956

Marion County Court
Courthouse
Salem, Oregon

Gentlemen:

Final costs are now available for the Mill Creek Bridges (2) and Penn Annex Bridge project on FAS 590 and for the Turner - Aumsville grading and paving project also on FAS 590. The agreed county share for these two projects as shown in the attached statement of costs is $12,367.46 and $12,956.69 respectively and refunds for each project in the amount of $1,432.54 and $1,843.41 are due the county. In accordance with my telephone conversation with Mr. Anderson, County Engineer, we are retaining these refunds to apply against future county FAS projects.

We now have on hand the following retained refunds:

Hopmere - Wheatland Jct., FAS 159	$1,071.40
Abiqua Creek Bridge, FAS 591	715.59
Mill Creek (2) & Penn Annex Bridges, FAS 590	1,432.54
Turner - Aumsville Sec., FAS 590	1,843.31
Total	$5,062.84

In addition to the above the county deposited $1,000. in excess of the amount required in connection with the Champoeg Creek Bridge on FAS 128. The exact amount of refund due on this bridge will not be available until final costs are in.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

NOTED
JOHN D. GRAHAM

cc: Mr. John Anderson
Marion County Engineer

NOTED
J. F. H...N

NOTED
C. G. SWENSON

Form A-180—10M—9-56

STATE

COMPLETED 9, 7, [illegible]

ITEMIZED STATEMENT OF FINAL COSTS

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

Contract 4462
S-189(1)

Marion County
Salem, Oregon

NOTED
J. F. [illegible]

Attn: County Court

Invoice No. 48924

Date December 21, 1956

Your Req. No.

Billing Request No. cc-284

Credit distribution: 521-1005-297

Final billing all work [illegible] dated May, 1951.

Original Advance Deposit	13,800.00	
Less: Amt. previously transferred		
Balance Advance Deposit	11,000.00	
County share of total costs as per attached		2,300.00
Less: Amt. previously transferred	12,367.46	
Balance	11,000.00	
To be retained		1,367.46
		$1,432.54

NOTED
C. G. SWENSON

RECEIVED
DEC 26 1956

State Printing 88944

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

TOTAL COSTS

FEDERAL FUNDS COLLECTED FOR PROJECT

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total costs and federal funds)
($64,[illegible].91 - $40,246.[illegible]) x 1/2 - $12,367.46

County Advance Deposit	$13,800.00
Less County Share Total Costs	12,367.46
REFUND DUE COUNTY	$ 1,432.54

COMPLETED 9/7/[illegible]

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Marion — Contract No. 4462 — Date 12/2[illegible]

FAS [illegible] — Section Mill Creek Bridge & Penn Annex Bridges (3)

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
BRIDGE NO. 6[illegible]8-A				
1. Furnish steel piling	l.f.	$ 3.80	4[illegible]8	$ [illegible]
2. Drive steel piling	Each	32.00	24	768.00
3. Class "A" concrete	c.y.	[illegible]	125.83	[illegible]
4. Metal reinforcement	lb.	[illegible]	24,4[illegible]	2,[illegible]88.83
BRIDGE NO. 6[illegible]0-A				
5. Furnish steel piling	l.f.	3.[illegible]	7[illegible]4	[illegible]
6. Drive steel piling	Each	[illegible]	[illegible]	[illegible]
7. Class "A" concrete	c.y.	[illegible]	475.[illegible]	[illegible]
8. Metal reinforcement	lb.	[illegible]	39,72[illegible]	[illegible]
9. Removal of old bridge	[illegible]	[illegible]	[illegible]	[illegible]
BRIDGE NO. 601[illegible]-				
10. Furnish steel piling	l.f.	3.3[illegible]	9[illegible]6	3,[illegible]80
11. Drive steel piling	Each	[illegible]	[illegible]2	[illegible]
12. Class "A" concrete	c.y.	[illegible]	284.44	[illegible]
13. Metal reinforcement	lb.	[illegible]	33,[illegible]29	[illegible]
14. Removal of old bridge & maint. of traffic	[illegible]	[illegible]	[illegible]0%	[illegible]
15. Special borrow excav.	c.y.	[illegible]	[illegible]	[illegible]
16. General excav.,unclass.	c.y.	1.[illegible]	3[illegible].9	35.90
17. Finishing roadbed & [illegible]	Mile	[illegible]	[illegible].2[illegible]	[illegible]
18. Loose riprap	c.y.	4.[illegible]	86.2	[illegible]
PA#1 Cement adj. (favor of State)	bbl.	3.8[illegible]	38.6[illegible]	- 142.37
PA#2 12" Conc. pipe	l.f.	3.3[illegible]	3[illegible]	[illegible]
Drainage excav.	c.y.	3.[illegible]	7.9	[illegible]
		Subtotal		$59,[illegible]75.8[illegible]
		Construction Engineering		[illegible]
		TOTAL CONSTRUCTION COSTS		$64,980.91
		FEDERAL FUNDS COLLECTED FOR PROJECT		$40,246.00

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total costs and federal funds)
($64,980.91 - $40,246.00) X 1/2 - $12,367.46

County Advance Deposit	$13,800.00
Less County Share Total Costs	12,367.46
REFUND DUE COUNTY	$ [illegible],432.54

S-181 1(1)
S-189 1(1)

OREGON STATE HIGHWAY DEPARTMENT

(date) June 12, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4462	8-Final	Tom Lillebo	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11831	B-152744	$ 6,253.71	6/12/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to May 31, 1956

Completion Date: May 7, 1956

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-12-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 13 1956

Ruth Rawlings

NOTED ON CARD

NOTED
Harold C. Ayers

June 7, 1956

Marion County Court
Courthouse
Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMAN

Gentlemen:

This is to advise you that work on Contract No. 4462, Mill Creek and Pen Annex Bridges on FAS 590, was completed on May 7, 1956.

As was planned, the County is to place the base material and an oil mat wearing surface on the road approaches on each side of the Pen Annex Bridge.

Under the terms of the maintenance agreement signed by the Court on May 12, 1955, and by the Highway Commission on May 25, 1955, the County assumed maintenance and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDC:mm

RECEIVED
JUN 1 - 1956
FOR FILING

S-181 (1)
S-189 (2)
4462

June 1, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4462 for constructing the Mill Creek and Pen Annex Bridges on the Salem-Turner-Aumsville Road in Marion County was completed by the contractor, Tom Lillebo, on May 7, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $6,253.71 will be released to the contractor after acceptance by the Commission. The total contract amount is $59,875.81 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

Form F-1,—1026—10-55

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 19, 19 56

Section Mill Creek (Pen Annex) Bridge

Highway Salem, Turner, Aumsville

Contractor Tom Lillebo

Date of contract June 13, 1955

Date work started July 12, 19 55

Project authorization . . . . . $

Exclusive of Engineering . . . . . $

Estimated cost of completed project, exclusive of engineering . . . . . $

Estimated per cent overrun or underrun . . . . . %

Per cent of contract completed, based on total contract price . . . . . %

Engineering authorization . . . . . $

Engineering cost to date $, %

Kind of work Bridge & Grading

Section prefix 524-1095

Contract number 4462

Date of completion October 31, 19 55

Estimated date of completion , 19

Per cent of time elapsed %

See report of Mr. L. L. Jensen, Resident Bridge Engineer

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Office preparation of final grading quantities completed and submitted to Mr. L. L. Jensen, Resident Bridge Engineer.

NOTED
G. H. Young

NOTED
V. D. WOLFE

RECEIVED
MAY 22 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed W. H. Sample

W. H. Sample, Resident Engineer

Address 206 Laboratory Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 89712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.25				
Miles partially completed	0.25				
Miles completed	0.25				
Total estimated quantities (contract)	1,700				
Total quantities corrected to date	1,700				
Estimated quantities moved or placed to date	1,700				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
MAR 16 1956
FOR FILING

COMMISSIONERS
SEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

S-181(1)
S-189(2)
4462

OREGON STATE HIGHWAY DEPARTMENT

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 16, 1956

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission at its meeting held on March 1 had under discussion your request for an extension of time from February 1 to May 31, 1956 within which to complete your contract No. 4462, covering Mill Creek and Pen Armex Bridges on Salem-Turner-Aumsville Roads in Marion County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
FEB 23 1956
FOR FILING

S-191 (G)
S-189 (E)
4462

February 23, 1956

Request for extension of time
No. 3
March 1 and 2 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Mill Creek and Pen Armes Bridges
Contract No. 4462

Tom Miller, contractor on the Mill Creek and Pen Armes Bridges on the Salem-Turner-Aumsville Road in Marion County, has requested a second extension of time from February 1, 1956, to May 31, 1956, in which to complete the contract.

All work was completed and traffic routed over these structures before the expiration of the first time extension. The contractor was ordered to suspend the completion of the permanent fills and surfacing at the Pen Armes bridge until the arrival of suitable weather. Traffic is using this bridge on a temporary fill.

As the contractor is not responsible for the additional delay in the completion of this contract, it is recommended that this extension be granted without penalty. This is a Federal Aid Secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMG/dp
Attached

RECEIVED
JAN 6 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

S-181 (1)
S-181(2)
4462

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 4, 1956

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from October 31, 1955 to February 1, 1956 within which to complete your contract No. 4462, covering the Mill Creek and Pea Armor bridges on the Salem-Turner-Aumsville Road in Marion County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. L. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
DEC 5 - 1955
FOR FILING

S-121(1)
169(1)
4116

B

December 2, 1955

Oregon State Highway Commission

Request for extension of time
No. 16
December 19 and 20 meetings

Gentlemen:

Re: Mill Creek and
Pan Ahnee Bridges
Contract No. 4432

Tom Lillico, contractor on the Mill Creek and Pan Ahnee Bridges on the Salem-Mapleton-Reedsville Road in Marion County, has requested an extension of time from October 31, 1955, to February 1, 1956, in which to complete the contract.

The two Mill Creek bridges were completed before the contract completion date. The steel piling for the Pan Ahnee Bridge was delayed in shipment, causing a delay in the starting of this structure. It is expected that this structure will be ready for traffic by December 20. Scarcity of cement finishers will delay the completion of the concrete finishing until the last part of January.

As there is only a minor inconvenience to the traveling public and there will be no additional engineering expense to the State, it is recommended that this extension be granted without penalty. This is a Federal Aid Secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. G. Williams
Acting State Highway Engineer

PHS/dp
Attached

October 3, 1955

NOTED
Harold C. Ayers

Mr. John A. Anderson
Marion County Engineer
Court House
Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Mr. Anderson:

Enclosed are four copies of a revised option form covering right-of-way and easements required in connection with the Pen Annex Bridge on FAS 590. This form has been revised in accordance with Mr. Kuenzi's request.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

Pen Annex Bridge
Proj. completed 8/7/56.
Final approved 6-7-57

FORM E-30 25M 9-51 52218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1955

SUBJECT: Pen Annex Bridge
County Market Road No. 56

To: Mr. John W. Cattrall
City and County Relations Officer
B U I L D I N G

Dear Sir:

Attached you will find revised option form in quadruplicate, covering right of way and easements for detour and borrow areas in connection with the Pen Annex Bridge Section of the County Market Road No. 56 in Marion County.

Also attached are two prints of revised map No. 1R-5-634, covering this area and bearing our date of September 23, 1955.

Also attached is a photo copy of a letter from F. T. Lacey, Division Office Engineer, which is self-explanatory.

No.	Name	Area	
22784	State of Oregon (Prison Annex)	Parcel 1	0.1 acre
		Parcel 2	0.3 acre
		Parcel 3	1.57 acres

Very truly yours,

C. W. ENFIELD
Chief Counsel

By E+L
Earl F. Saling
Right of Way Office Manager

ML:lw
Enc: 1 option, in quad, 2 prints

RECEIVED
SEP 29 1955
ENGINEER

CPRS-1797

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Ore.
County Marion
Project No. S-159(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 27th day of Sept., 19 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 23rd day of March, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.027 miles of grading, drainage, and bridge construction (Character of work)

between FAS 127 near Salem, and Turner, (Control points),

consisting of 0.200 miles of roadway and one (Number) bridge totaling 0.027 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty-two thousand, one hundred and 00/100 dollars ($ 22,100.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is thirty-five thousand, six hundred sixty-six and 40/100 dollars ($ 35,666.40).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chairman, State Highway Commission
(Title)

By Member, State Highway Commission
(Title)

By Member, State Highway Commission
(Title)

Attest Floyd Preuss
SECRETARY
Ass't.

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—33205

RECEIVED
SEP 9 1955
OREGO DISTRICT

RECEIVED
SEP 23 1955

Oregon State Highway Department

Federal Aid Secondary
Project No. S-189(1)

MILL CREEK (NEW AIRLIE) BRIDGE SECTION

OF THE SALEM-TURNER-AIRLIE ROAD IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 8, 1955

Type Code 3020
Mill Creek Bridge #5010A (Sta. 7+04 to Sta. 8+47)(Contract No. 4462)

1,000 lin.ft.	Furnish Steel Piling	$ 3.80	$ 3,800.00
42 only	Drive Steel Piles	32.00	1,344.00
285 cu.yd.	Class "A" Concrete	50.00	14,250.00
55,000 lbs.	Metal Reinforcement	0.105	5,775.00
All Required	Remove Old Bridge and Maintain Traffic		4,500.00
	Subtotal		$ 29,669.00
	10% Engr. & Cont.		2,966.90
	Total		$ 32,635.90

Type Code 1010
Roadway (Sta. 1+00 to Sta. 13+00)(Contract No. 4462)

1,900 cu.yd.	Special Borrow Excavation, Unclassified	$ 1.10	$ 2,090.00
150 cu.yd.	General Excavation, Unclassified	1.00	150.00
0.23 mile	Finishing Roadbed and Slopes	500.00	115.00
100 cu.yd.	Loose Riprap	4.00	400.00
	Subtotal		$ 2,755.00
	10% Engr. & Cont.		275.50
	Total		$ 3,030.50

Length of Roadway	0.200 mile
Length of Structure	0.027 mile
Total Length	0.227 mile
Cost of Roadway per mile	$15,152.50

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure	$32,635.90	$20,222.00	$6,206.95	$6,206.95
Roadway	3,030.50	1,878.00	576.25	576.25
	$35,666.40	$22,100.00	$6,783.20	$6,783.20

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint: Chap. 529, Laws 1939

Note: Necessary Funds have been deposited by Marion County with the Highway Department

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Salem, Oregon
September 15, 1955

Mr. J. D. Walker
Division Engineer
O F F I C E

NOTED
J. F. HAGEMANN

Dear Sir:

Attached are revised descriptions of right of way and easements required in connection with the Pen Annex Bridge Section of F.A.S. 590 in Marion County.

These revisions were prepared by Mr. Merritt at the request of Marion County after a county representative had conferred with the warden of the penitentiary. The warden has requested that the borrow material be taken from specific areas within the general limits of the borrow easement. Mr. Merritt has been advised of the warden's wishes and stated that he will limit the borrow to the specific areas as requested. To satisfy the warden, it is suggested that a statement be included in the borrow easement to the effect that the actual borrowing of material will be limited to the specific areas designated by the warden of the state penitentiary.

Very truly yours,

John F. Hagemann
Assistant Engineer, County and
City Relations

JFH:jv

Att.

September 2, 1955

NOTED
J. W. CATTRALL

Mr. John A. Anderson.
Marion County Engineer
Court House
Salem, Oregon

FAS 590

NOTED
Harold C. Ayers

Dear Sir:

Enclosed are four copies of a revised option form covering an easement for a borrow pit required in connection with the Pen Annex Bridge. Apparently this borrow area was overlooked in the initial option we furnished you. Anything you can do to expedite signing of the enclosed option will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
J. F. HAGEMANN

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1955

SUBJECT: Penitentiary Annex
County Market Road #56

To: John W. Cattrall
City and County Relations Officer
B U I L D I N G

Dear Sir:

Attached you will find revised option form in quadruplicate covering an easement for a borrow pit, to be acquired in connection with the Penitentiary Annex Section of the County Market Road #56, in Marion County.

Also attached are two revised prints of Map 1R-5-634, showing this area and bearing our date of September 1, 1955.

No.	Name	Area
22784	State Of Oregon (Prison Annex)	2.3 acre

Very truly yours,

Earl F. Saling

Earl F. Saling
Right of Way Office Manager

ML:lw
Enc: 1 option, in quad.

RECEIVED
JUN 29 1955
FOR FILING

S-191 (1)
S-189 (2)
4462

June 29, 1955

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of each of two contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4432, covering the Inckiamate River Section of the Burns Corner-Suver Road in Polk County.

Contract No. 4462, for construction of the Mill Creek and Pen Annex Bridges on the Turner-Aumsville and Pen Annex Section of the Salem-Turner-Aumsville Road in Marion County.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

590

Form A-150—10M—12-54

NOTED
V. R.

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALL

RECEIVED
JUN 20 1955
ENGINEER
COUNTY & CITY PROJECTS

Marion County
Salem, Oregon

Attn: County Court

Invoice No. 39718

Date June 16, 1955

Your Req. No.

Billing Request No. cc-177

Credit distribution: 521-1095-297

Advance Deposit	13,800.00
Partial transfer county's share total cost. Pan Annex and Mill Creek bridges (2), Marion County FAS 590, covered by agreement dated May, 1955.	11,000.00
To be retained	$ 2,800.00

NOTED
Harold C. Ayers

Engineer, County and City Relations

JFH:mm

NOTED
J. F. HOFFMANN

590

June 14, 1955

Marion County Court
Court House
Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of an advance deposit of $33,100 in connection with the Turner-Aumsville Section of FAS 590, the Pen Annex Bridge and two bridges over Mill Creek between Turner and Aumsville on FAS 590, and the Abiqua Creek Bridge Section of FAS 591. Contracts Nos. 4461, 4462, and 4463 have been awarded for these projects and a copy of each will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. INGEMANN

NOTED
R. JONES

NOTED
Harold C. Ayers

May 27, 1955

Marion County Court
Court House
Salem, Oregon

NOTED
J. F. HAGELMANN

NOTED
J. W. CATTRALL

Gentlemen:

On May 25th and 26th the Highway Commission received satisfactory bids from Concrete Structures of Portland for construction of the Abiqua Creek Bridge on FAS 591, from Tom Lillebo of Reedsport for construction of the two Mill Creek Bridges on the Turner-Aumsville Section and the Pen Annex Bridge Section of FAS 590, and from Warren Northwest, Inc., of Portland for construction of the Turner-Aumsville Section of FAS 590. As per the agreements between State and County, an advance deposit of 20% of the estimated total cost of these projects based on the low bids received is required prior to signing contracts. The amount of this deposit is as follows:

Contract 4461
FAS 591

Abiqua Creek Bridge		
Bid Items	$19,975.00	
12-1/2% Engineering & Contingencies	2,496.88	
Estimated Total Cost.....		$ 22,471.88

Contract 4462
FAS 590

Mill Creek Bridges (2) and Pen Annex Bridge Section		
Bid Items	$61,484.00	
12-1/2% Engineering & Contingencies	7,685.50	
Estimated Total Cost.....		$ 69,169.50

Contract 4463
FAS 590

Turner-Aumsville Section		
Bid Items	$65,660.00	
Move & Reset Mail Boxes	220.00	
12-1/2% Engineering & Contingencies	8,235.00	
Estimated Total Cost.....		$ 74,115.00
ESTIMATED TOTAL COST ALL THREE PROJECTS.....		$165,756.38
ADVANCE DEPOSIT OF 20%		$ 33,100.00

Please make this deposit by means of a check or warrant in the amount of $33,100 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all required right-of-way has been obtained, a contract will be awarded. Your immediate attention to this matter would be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mn

RECEIVED
JUN 27 1955
FOR FILING

S-181 (1)
S-181(2)
4462

June 13, 1955

NOTED
J. Mc C.

Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on May 26, 1955 accepted your proposal for construction of the Mill Creek and Penn Annex Bridges in Marion County for the sum of $61,484.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4462.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Emery, Assistant Secretary

jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attn: Dorothy McCormack

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
P. M. Stephenson

RECEIVED
JUN 1955

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$ S E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

11:17 a. m.
June 13, 1955

Tom Lillebo
Reedsport, Oregon

Contract for Mill Creek and Pen Annex Bridges, Marion County, for which you submitted low bid on May 26, 1955 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMM.

CC: Accounting (5003-900)
Files
C. W. Head

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert
P. M. Stephenson

RECEIVED
JUN 20 1955
FOR FILING

191(4)
2 1-1 (1)
4462

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1955

COPY

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

We have re eived this date Marion County's deposit of $33,100 in connection with the Turner-Aumsville Section, Bridges (2), and Penn Annex Section, and the Turner-Aumsville Section, grading and paving on FAS 590 and the Abiqua Creek Bridge on FAS 591. These projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

/s/ John F. Hagemann

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert
P. M. Stephenson

RECEIVED
JUN 9 1955
FOR FILING

S-41-(1)
S-119 (2)
4462

files

Finance 233, 234-235
Finance 91+92

Salem, Oregon
June 7, 1955

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies of Maintenance Agreements and 2 conformed copies of Finance Agreements covering the Turner-Aumsville Section and 3 Bridges over Mill Creek, FAS 590 and the Abiqua Bridge Section, FAS 591, also four certified copies of a Maintenance Agreement covering the Pen Annex Section, FAS 590.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Marion County.

Secretary

rn
Attach

RECEIVED
JUN 7 1955
FOR FILING

S-181 (1)
S-189 (2)
4462
FILED
591

June 7, 1955

County Court of Marion County
Court House
Salem, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Marion County fully executed copies of Maintenance and Finance Agreements between the State Highway Commission and Marion County covering the Turner-Aumsville Section and 3 Bridges over Mill Creek, FAS 590 and the Abiqua Bridge Section, FAS 591, also a Maintenance Agreement on the Pen Annex Section, FAS 590.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

Salem, Oregon
March 11, 1955

NOTED
Harold C. Ayers

Mr. P. M. Stephenson
Bridge Engineer

NOTED
J. W. CATTRALL

Reference is made to the two bridges over Mill Creek to be constructed as part of the Turner-Aumsville section of FAS 590, a Marion County FAS project. The roadway width for these two structures was set by the county at 24 feet in order to conform with existing concrete bridges on this section of road which will remain in place. The pavement width of the road project will be 20 feet.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

NOTED
J. F. HAGEMANN

FORM E-20 25M 8-51 83515

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
April 21, 1955

NOTED
Harold C. Ayers

SUBJECT: File No. 22784
Pen Annex Bridge Section
County Market Road #56

To:
Mr. John W. Cattrall
County & City Relations Engineer
O F F I C E

NOTED
J. W. CATTRALL

Dear Sir:

Attached you will find revised option form in quadruplicate covering right of way to be acquired in connection with the Pen Annex Bridge Section of the County Market Road No. 56 in Marion County. Also attached are two revised prints of 1R-5-634 bearing our date of April 19, 1955.

File No.	Name	Area
22784	State of Oregon (Prison Annex)	0.4 acre

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:ls
Attach: Option form in
quad & 2 prints

NOTED
J. F. HA[illegible]N

to Kuenzi Ass't Co Engr
5/22/55
JFH

[illegible]EIVED
[illegible]55

NOTED
Herold C. Ayers

Memo to J. W. Nash
2/23/55

Pen Annex Bridge Section
FAS Route 590

This project is located at the crossing of Mill Creek immediately east of the State Penitentiary Annex approximately 3 miles southeast of Salem. The existing structure is a pile trestle 129 feet in length having a horizontal clearance of 23'-5". This structure has deteriorated to the extent that it is no longer adequate for the present type and volume of traffic.

The proposed project is to construct a reinforced deck girder concrete bridge on an improved alignment. Horizontal clearance of the new structure will be 26 feet. Included in the project will be placing the road approach fills on each side of the bridge. Marion County will place base material and an oil mat wearing surface on the road approaches without Federal participation.

This road serves as an intercity route between the cities of Salem, Turner, and Aumsville, and also gives direct service to the adjacent diversified farming lands.

Marion County	Funds:	Federal	$24,000
0.2 Mile		State	8,000
(length of Bridge = 150')		County	8,000
		Total..	$40,000

NOTED
J. F. HAGEMANN

JFH:mm

NOTED
Harold C. Ayers

Salem, Oregon
February 7, 1955

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

Reference is made to the Fox Annex Bridge Section of FAS 590, a county FAS project in Marion County. The County Court has advised that it wishes the project to proceed as originally programmed; that is, the FAS project will be for the bridge and placing the approach fills only. Base and wearing surface will be placed by Marion County with its own forces.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

NOTED
J. F. HAGEMANN

JFH:mm

cc: V. G. O'Neil
Frank Hall

FORM E-90 25M 8-51 80010

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 27, 1955

SUBJECT: Base Design Charts

To: Mr. J. D. Walker
Division Engineer
Division II
Salem, Oregon

Dear Sir:

Reference is made to the Penitentiary Annex Bridge Section, of the F. A. S. 290.

Enclosed you will find 1 base design charts prepared from laboratory tests, numbers 35574

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

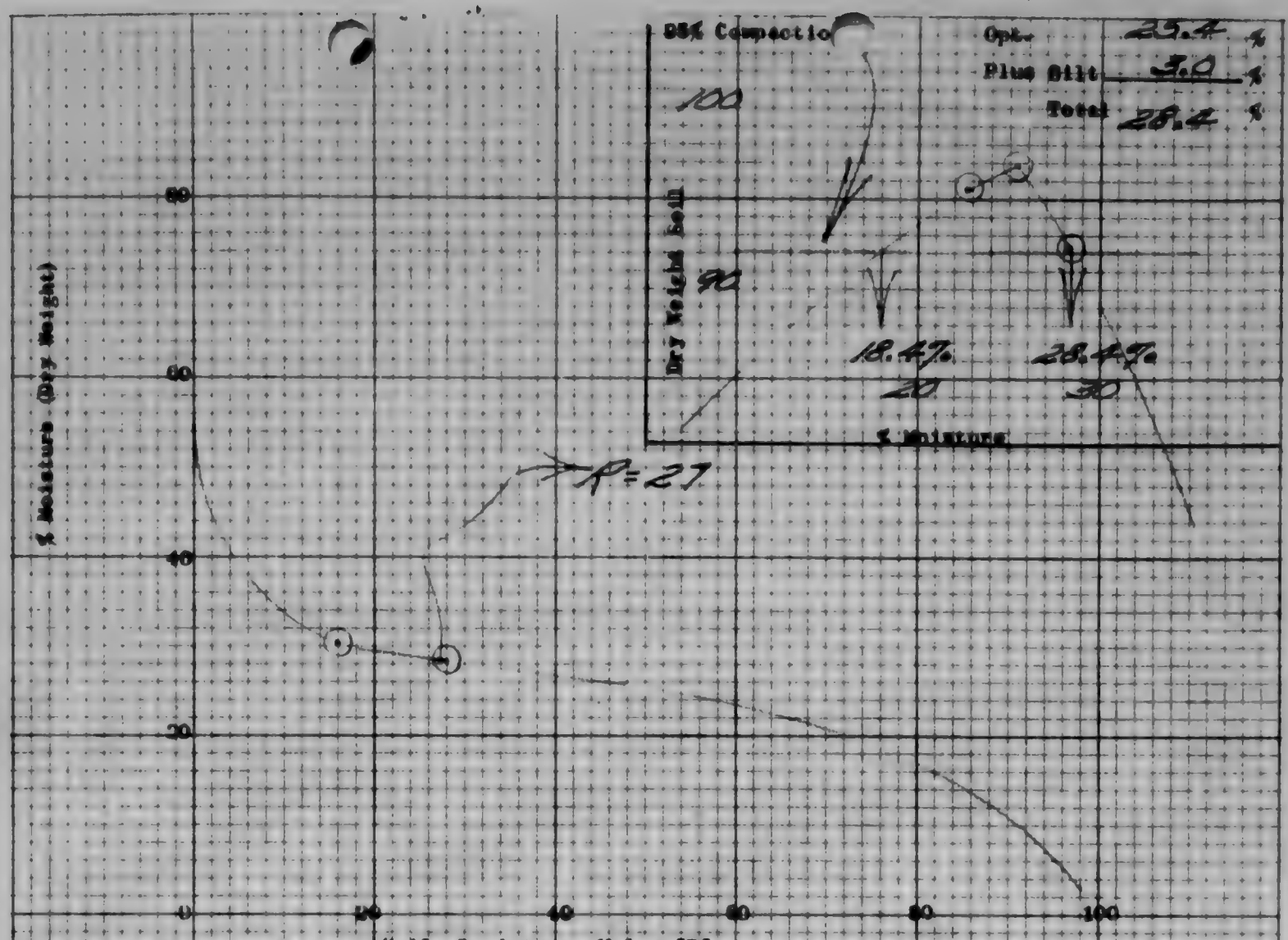
By Ray Webber

Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
L. Franklin
County and City
R. L. Lean

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H

CLEARPRINT PAPER CO. No. 1010. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



Opt. 25.4 %
Plus Dit 3.0 %
Total 28.4 %

Data Sheet No A37486
Lab. No. 355724
LL 40
PI 17
Pass 200 Screen 70.2 %
HIDROMETER ANALYSIS
Particles larger than
.0 mm 12.5 %
Coarse Sand 4.7 %
Fine Sand 15.8 %
Silt 26.7 %
Clay 40.3 %
G- 2.67
Natural Moisture %

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Year 47 Traffic 11.5 "
Minus Rock Reduction — "
" "
Minus Wearing Surface 3.0 "
8.5 "
Plus 25% Increase 2.0 "
Plus Wearing Surface 3.0 "
Total Base & Year 13.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Penitentiary Annex Bridge
Hwy 54.5.-590
Station 200' NE. Br. Centerline
Depth 0-3'
Hole #
To be used
Profix No.
County - Marion
Date 1-26-55
Designed by JF

NOTED
J. W. CATTRALL

January 21, 1955

NOTED
Harold C. A··rs

Marion County Court
Court House
Salem, Oregon

FAS 590

NOTED
J. F. HAC··MANN

Gentlemen:

Enclosed are four copies of an option form for use in obtaining right of way and an easement required in connection with the Pen Annex Bridge project. Also enclosed are two prints of a map covering this area. Please return one signed copy of the option after its execution.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

FORM E30—80M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
January 20, 1955

SUBJECT: File No. 22784
Pen Annex Bridge Section
County Market Road No. 56

To:
Mr. John W. Cattrall
County & City Relations Engineer
O F F I C E

Dear Mr. Cattrall:

Attached you will find option form in quadruplicate covering right of way to be acquired in connection with the Pen Annex Bridge Section of the County Market Road No. 56 in Marion County, together with a copy of the statement of information.

Also, you will find attached two prints of 1R-5-634 covering this area and bearing our date of 1-14-55.

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:ls
Attach: Option form in quad.
2 prints 1R-5-634

File No. 22784 State of Oregon (Prison Annex) Parcel 1 0.96 acre
Parcel 2 1.5 acres

Salem, Oregon
December 31, 1954

NOTED
Harold C. Ayers

Mr. H. C. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

The field data for the Penn Annex Bridge Section on the Salem-Turner-Aumsville County Road, FAS 590, has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission with one exception.

The project as originally proposed and approved was for the structure and placing of fills only. The county was to place base and pavement material with county forces. The project as submitted from the field includes base and pavement in the FAS project.

The County Court was contacted this date and advised that they would not object to the complete job as an FAS project if the cost did not exceed the $35,000 originally programmed by too great an amount as Marion County still has a reserve of 1956 FAS funds unprogrammed. It is requested that this office be advised as soon as a cost estimate including the structure is available, and we will then contact the Court to determine its final decision on the matter.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
cc: V. G. O'Neil
G. S. Paxson

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

November 1, 1954

Marion County Court
Court House
Salem, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved for construction with Federal Aid Secondary funds the projects in Marion County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:[redacted]
Att.

MARION COUNTY
PROPOSED PROJECTS

Contract 4462

FAS 590 - Pen Annex Bridge Section, $35,000. This bridge is over Mill Creek and is located on the Salem-Turner-Aumsville County Road opposite the Pen Annex approximately 3 miles southeast of Salem. The existing bridge is Highway Department Bridge Inventory No. 6010.

The proposed project is to construct a bridge with a 26' roadway on a revised alinement immediately east of the present bridge which will remain in service during bridge construction. The FAS project will be for the structure and placing a fill for the road approach at each end. The county will remove the existing bridge and construct the base and wearing surface on the road approaches. Mr. Hedda Swart, County Engineer, should be consulted prior to making the survey.

FAS 590 - Turner-Aumsville Section, 3.2 Miles, $100,000. This section extends from the county road intersection approximately 0.5 mile east of Turner, easterly to the North Santiam State Highway at Aumsville.

The proposed project is to grade, base, and place a 20' wide asphaltic concrete pavement 2-1/2" thick with 2' shoulders on an improved alinement for a distance of approximately 0.5 mile at the Aumsville end, and to widen and resurface the existing 16' pavement with a 20' asphaltic concrete pavement with 2' shoulders on the balance of the section. In addition, two bridges over Mill Creek are to be replaced with new 24' roadway structures. One structure to be replaced is the covered bridge over Mill Creek (Bridge Inventory No. 6009) approximately 1 mile east of Turner and will be reconstructed on the present alinement. The other bridge (Bridge Inventory No. 6008) is located approximately 1/4 mile west of Aumsville and the new bridge will be on a revised alinement. Mr. Swart, County Engineer, should be consulted regarding the line revision prior to making the survey.

Contract 4463

Contract 4462

FAS 591 - Abiqua Creek Bridge, $30,000. This bridge is located approximately 2 miles northeast of Silverton on the Meridian County Road.

The proposed project is to construct a 26' roadway bridge over Abiqua Creek on the present alinement. The FAS project will be for the structure only, including removal of the existing bridge. The county will close the road during construction and construct road approaches as required.

FAS 159 - Fairfield Junction-Hopmere Section, 4.7 Miles, $100,000. This section extends from the junction with the county road leading to Fairfield and St. Paul, southerly along the North River Road to the north end of the Hopmere-Wheatland Junction project at Hopmere.

The proposed project is to grade and place base material as required to widen and resurface the existing 16' asphaltic pavement with a 22' wide asphaltic concrete pavement with 3' shoulders. The estimated cost is based on a preliminary design of a total base and pavement thickness of 12-1/2" on the widened portions with the pavement thickness varying from 2-1/2" on the widened portions to 1-1/2" at the center line of the existing pavement. Usable survey data is probably available in the County Engineer's office.

S-189(2) Turner-Aumsville Sec. of the Salem-Turner-Aumsville Road 1955

#4463

HOTEL
Harold C. Ayers

December 26, 1956

Cont. Tract 4463
S - 189 (2)

Marion County Court
Courthouse
Salem, Oregon

Gentlemen:

Final costs are now available for the Mill Creek Bridges (2) and Penn Annex Bridge project on FAS 590 and for the Turner - Aumsville grading and paving project also on FAS 590. The agreed county share for these two projects as shown in the attached statement of costs is $12,367.46 and $12,956.69 respectively and refunds for each project in the amount of $1,432.54 and $1,843.41 are due the county. In accordance with my telephone conversation with Mr. Anderson, County Engineer, we are retaining these refunds to apply against future county FAS projects.

We now have on hand the following retained refunds:

Hopmere - Wheatland Jct., FAS 159	$1,071.40
Abiqua Creek Bridge, FAS 591	715.59
Mill Creek (2) & Penn Annex Bridges, FAS 590	1,432.54
Turner - Aumsville Sec., FAS 590	1,843.31
Total	$5,062.84

In addition to the above the county deposited $1,000. in excess of the amount required in connection with the Champoeg Creek Bridge on FAS 128. The exact amount of refund due on this bridge will not be available until final costs are in.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

NOTED
JOHN D. GRAHAM

NOTED
J. F. HAGEMANN

cc: Mr. John Anderson
Marion County Engineer

NOTED
C. G. SWENSON

COMPLETED 6/20/56

EGON S

Form A-150—10M—9-56

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

Contract 4463
S-189(2)

arion County
alem, Oregon

Attn: County Court

Invoice No. **48923**

Date December 21, 1956

Your Req. No.

Billing Request No. CC-285

Credit distribution: 52h-109h-297

Final billing Turner-Aumsville (Orth.), DF 5[illegible], covered by agreement dated May, 1955

Original Advance Deposit	14,800.00	
Less: Amt. previously transferred	12,000.00	
Balance Advance Deposit		2,800.00
County share of total costs as per attached	12,956.69	
Less: Amt. previously transferred	12,800.00	
Balance		156.69
To be returned		$1,643.31

ACKNOWLEDGMENT OF BILLING REQUESTED

Cash Received with Request: $_____

By _____

State Printing 88944

REFUND DUE $ 1,843.31

COMPLETED 6/20/56

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Marion — Contract No: 4463 — Date 12/21/56

FAS 590 — Section Turner - Aumsville Section

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	All	$2,000.00	100%	$ 2,000.00
2. Special Borrow excav.,unclass.	c.y.	.55	7,562	4,159.10
3. General excav., unclass.	c.y.	.60	1,504.9	902.94
4. Truck haul	yd.mi.	.15	17,222.5	2,583.38
5. Grading & reshaping of shldrs. and ditches	mile	900.00	2.55	2,295.00
6. Finishing R/B & slopes	mile	500.00	.45	225.00
7. Metal sight posts	each	2.50	28	70.00
8. Crusher-run mat'l in place	c.y.	[illegible]	[illegible]	[illegible]
9. 3/4"-0 material in base	c.y.	[illegible]	[illegible]	[illegible]
10. Sprinkling	M. gal.	[illegible]	[illegible]	[illegible]
11. RS-1 Asphalt	ton	55.00	3.98	218.90
12. Class "B" asphaltic concrete	ton	5.25	5,042.49	26,473.07
13. Extra for asph. conc. approx.	each	25.00	30	750.00
PA#1 Remove & reset [illegible]	each	12.00	19	228.00
PA#2 18" [illegible]	l.f.	3.00	8	216.00
PA#2 Drainage excavation	c.y.	5.50	52.95	291.23
PA#2 Extra [illegible] under pavement	l.f.	2.75	47	129.25
		Subtotal		$58,626.81
		Temporary Signs & Barricades		41.01
		Construction [illegible]		6,882.56
		TOTAL CONSTRUCTION COST		$65,550.38
		FEDERAL FUNDS COLLECTED FOR PROJECT		39,637.00

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total cost and federal funds)
($65,550.38 - $39,637.00) X 1/2 = $12,956.69

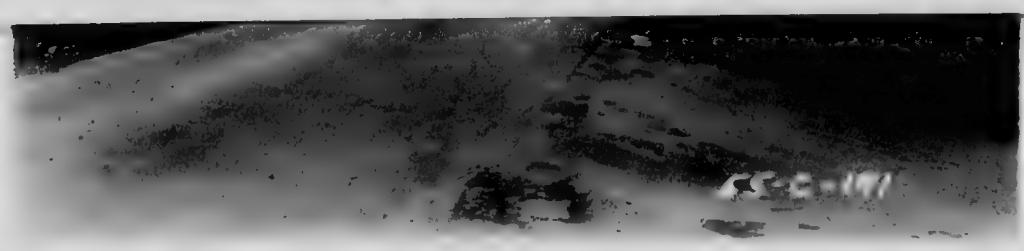
County Advance Deposit	$14,800.00
Less County Share Costs	12,956.69
REFUND DUE	$ 1,843.31

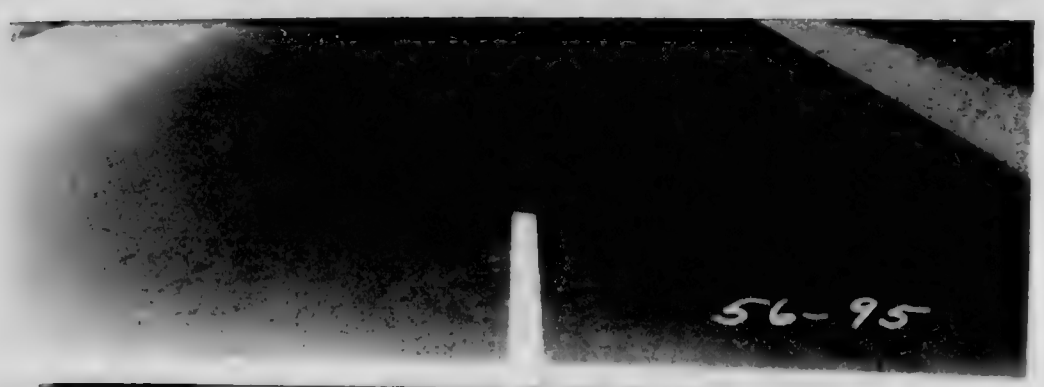
NT

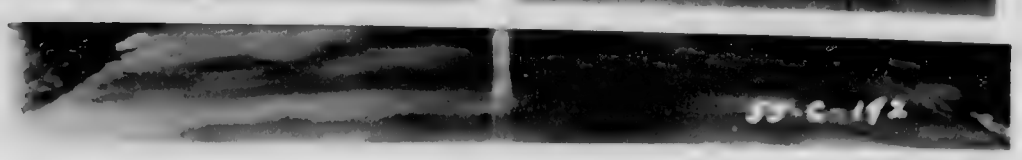
FAS 572 County Marion Contract No. 4463

Section

Location







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55-C-192

SJ-C-172

OREGON STATE HIGHWAY DEPARTMENT

(date)
August 30, 1956

2-127(2)
4463

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4463	8-Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18867	H-15949	$ 1,758.80	8/30/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1955

Time Extensions: to June 20, 1956

Completion Date: June 20, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-4-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 4 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
AUG 24 1956
FOR FILING

S-159(2)

4463

August 24, 1956

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4463 for work performed on the Turner-Aumsville Section of the Salem-Turner-Aumsville Road in Marion County was completed by the contractor, Warren Northwest, Inc., on June 20 and was formally accepted by the Highway Commission on July 12, 1956.

Final payment in the amount of $1,758.80 will be released to the contractor on or after September 4, 1956. The total contract amount is $58,626.81 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

gf

RECEIVED
AUG 10 1956
FOR FILING

S. 1 9 : 1
4463

August 10, 1956

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 4463, covering the Turner-Aumsville Section of the Salem-Turner-Aumsville Road in Marion County. This payment, in the amount of $3,437.03, will be released to the contractor on or after August 20, 1956. The retained percentage is $1,758.80.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

Form E-1—1956—1-56

OREGON STATE HIGHWAY DEPARTMENT

S-189(12)
4463

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 28, 1956

Section Turner-Aumsville
Kind of work Grading and Paving
Highway Salem-Turner-Aumsville
Section prefix 524-1094
Contractor Warren Northwest, Inc.
Contract number 4463
Date of contract July 13, 1955
Date of completion October 15, 1955
Date work started July 21, 1955
Estimated date of completion , 19
Project authorization $74,115.00
Exclusive of Engineering $68,844.60
Per cent of time elapsed 376/125 301 %
Estimated cost of completed project, exclusive of engineering $58,626.81
Estimated per cent overrun or ~~underrun~~ 12.1 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $5,270.40
Engineering cost to date $6,490.00, 123 %
Date project was completed June 20, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was submitted Thursday.

Final Report.

RECEIVED
JUL 30 1956
DIVISION ENGINEER

NOTED
L. H. Young

NOTED
C. E. PAULSEN

NOTED
V. D. WOLFE

RECEIVED
JUL 31 1956
STATE OF OREGON
CONSTR.

NOTED
R. D. ASBURRY

Signed Arthur Duffy
Address Arthur Duffy, Resident Engineer
Room 214, Lab Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 82075

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.08	3.08			3.08
Miles partially completed					
Miles completed	3.08	3.08			3.08
Total estimated quantities (contract)	8,900 cy	9,800 cy			5,357 Ton
Total quantities corrected to date	9,067 "	7,666 "			5,043 "
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUL 20 1956
FOR FILING
S-189 (2)
4463

July 20, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Comission at its meeting on July 12 had under discussion your request for an extension of time from October 15, 1955 to July 31, 1956 within which to complete your contract No. 4463, covering the Turner-Aumsville Section of the Salem-Turner-Aumsville Road in Marion County.

We are pleased to inform you that the State Highway Commission granted your request to and including June 20, 1956, the actual completion date of the contract. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl Secretary

cc: J. D. Walker,
Division Engineer

Arthur Duffy,
Resident Engineer

Forrest Cooper,
Construction Engineer

NOTED
Harold C. Ayers

July 13, 1956

Marion County Court
Courthouse
Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that work was completed on June 20, 1956, on Contract No. 4463, Turner-Aumsville Section of FAS 590.

Under the terms of the maintenance agreement signed by the Marion County Court on May 12, 1956 and by the Highway Commission on May 25, 1956 the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion, June 20, 1956.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:mm

RECEIVED
JUL 11 1956
FOR FILING

S-189(2)

4463

July 6, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 20, 1956 on Contract No. 4463, Turner-Aumsville Section, in Marion County, in connection with Federal Aid Project No. S-189(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

ccs John Cuttrall

DHFisch

RECEIVED
JUL 9 1956
FOR FILING
S-1916(-)
4462

July 6, 1956

Request for extension of time
No. 9
July 12 and 13 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on the Turner-Aumsville Section, Contract No. 4463, from October 15, 1955 to July 31, 1956.

The failure of the bridge contractor on this unit to complete a structure prevented Warren Northwest, Inc. from completing the job before bad weather set in last fall. This project was actually completed on July 6, 1956, and I recommend that the extension, to and including that date, be granted without penalty.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

EAP:of mc

Enclosure

cc Mr. Forrest Cooper

RECEIVED
FOR FILING

FORM E-30X — 47,500 — 2-55 — 62587

44

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1956

SUBJECT: Turner-Aumsville
Salem-Turner-Aumsville
Contract No. 4463

To:
Mr. J. D. Walker
Division Engineer
State Highway Department
O f f i c e

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 382083, dated January 11, 1956 showing a 3% excess of material retained on the 3/8" screen, a 2% deficiency of material passing the ¼-inch screen for the 3/4"-0 crushed gravel produced on January 10, 1956.

While these discrepancies are minor, it is an indication that close inspection is necessary in order that suitable crushed gravel of this size may be obtained.

Will you please instruct the resident engineer to tighten his inspection of this phase of the contract.

Also, please have him mark samples submitted, indicating whether or not they represent corrected material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

172

State Oregon
County Marion
Project No. S-189(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 2nd day of Aug., 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 4th day of May, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 3.035 miles of grading, draining, 2-lane high type paving, and two bridges (Character of work)
between Turner and FAS 121 at Aumsville, (Control points)
consisting of 3.002 miles of roadway and two (Number) bridges totaling 0.033 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in my event exceed the sum of sixty-four thousand, five hundred and 00/100 dollars ($64,500.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred four thousand, one hundred ninety-two and 00/100 dollars ($104,192.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

RECEIVED
AUG 2 1955
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-189(2)

TURNER-AUMSVILLE SECTION

OF THE SALEM-TURNER-AUMSVILLE ROAD IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Type Code 6201
Roadway (Sta. 0+00 to Sta. 162+70)(Contract No. 4463)

All Required	Clearing and Grubbing			$ 2,000.00
8,000 cu.yd.	Special Borrow Excavation, Unclassified	$ 0.55		4,400.00
900 cu.yd.	General Excavation, Unclassified	0.60		540.00
20,000 yi.mi.	Truck Haul	0.15		3,000.00
2.55 miles	Grading and Reshaping Shoulders & Ditches	900.00		2,295.00
0.46 mile	Finishing Roadbed and Slopes	500.00		225.00
30 only	Metal Sight Posts	2.50		75.00
6,100 cu.yd.	Crusher-run Material in Base	2.25		13,725.00
3,700 cu.yd.	3/4" - 0 Material in Base	2.50		9,250.00
240 M-gal.	Sprinkling	2.25		540.00
12 tons	RS-1 Asphalt	55.00		660.00
5,300 tons	Class "B" Asphaltic Concrete	5.25		27,825.00
45 only	Extra for Asphaltic Concrete Approaches	25.00		1,125.00
	Subtotal			$ 65,660.00
	10% Engr. & Cont.			6,566.00
	Total			$ 72,226.00

Length of Roadway 3.002 miles
Cost of Roadway per mile $24,059.29

Type Code 6021
#6009A (Sta. 18+09 to Sta. 19+09)(Contract No. 4462)

800 lin.ft.	Furnish Steel Piling	$ 3.80	$ 3,040.00
31 only	Drive Steel Piles	32.00	992.00
180 cu.yd.	Class "A" Concrete	50.00	9,000.00
35,000 lbs.	Metal Reinforcement	0.105	3,675.00
All Required	Removal of Old Bridge		1,000.00
			$ 17,707.00

Type Code 6021
#6008A (Sta. 152+02 to Sta. 152+77)(Contract No. 4462)

450 lin.ft.	Furnish Steel Piling	$ 3.80	$ 1,710.00
24 only	Drive Steel Piles	32.00	768.00
125 cu.yd.	Class "A" Concrete	50.00	6,250.00
25,000 lbs.	Metal Reinforcement	0.105	2,625.00
			$ 11,353.00

Subtotal	$ 29,060.00
10% Engr. & Cont.	2,906.00
Total	$ 31,966.00

Length of 6 Structures 0.079 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 72,226.00	$44,711.00	$13,757.50	$13,757.50
Structures	31,966.00	19,789.00	6,088.50	6,088.50
	$104,192.00	$64,500.00	$19,846.00	$19,846.00

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint: Chap. 529, Laws 1939.

Note: Necessary Funds have been deposited by Marion County with the Highway Department.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

August 4, 1955

Mr. John A. Anderson
Marion County Engineer
Court House
Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Mr. Anderson:

Your request of July 29, 1955, for the elimination of the seal coat on the Hopmere-Wheatland Junction section of the North River Road has been approved. The seal coat has also been eliminated from the Turner-Aumsville project presently under contract and from the proposed Fairfield Junction-Hopmere project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:mm

RECEIVED
JUL 25 1955
FOR FILING

1K1 (2)
44(3

July 22, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 21, 1955 on Contract No. 4463, Turner-Aumsville Section, in Marion County, in connection with Federal Aid Project No. S-189(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:bb

RECEIVED
JUN 29 1955
FOR FILING

S-189 (2)
4463

June 29, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4463 awarded to you by the State Highway Commission, covering the Turner-Aumsville Section of the Salem-Turner-Aumsville Road in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Filed
Fa 590

NOTED
V. R. JONES

50—10M—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

RECEIVED
JUN 20 1955
ENGINEER
COUNTY & CITY RELATIONS

Invoice No. 39717

Date June 16, 1955

Your Req. No.

Billing Request No. cc-178

Credit distribution: 524-109h-297

Marion County
Salem, Oregon

Attn: County Court

	14,800.00
Advance Deposit	
Partial transfer county's share total cost. Turner-Aumsville Section, Marion County FAS 590, covered by agreement dated May, 1955	12,000.00
	$ 2,800.00
To be retained	

NOTED
Harold C. [illegible]

ACKNOWLEDGED
Co. [illegible]
By [illegible]

NOTED
J. F. HAGEMANN

File
No. 590

NOTED
J. R. JONES

June 14, 1955

NOTED
J. W. CATTRALL

Marion County Court
Court House
Salem, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of an advance deposit of $33,100 in connection with the Turner-Aumsville Section of FAS 590, the Pen Annex Bridge and two bridges over Mill Creek between Turner and Aumsville on FAS 590, and the Abiqua Creek Bridge Section of FAS 591. Contracts Nos. 4461, 4462, and 4463 have been awarded for these projects and a copy of each will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:

NOTED
J. F. HAGEMANN

NOTED
W. R. JONES

Salem, Oregon
June 13, 1955

NOTED
J. W. CATTRALL

Mr. W. C. Williams
O F F I C E

NOTED
Harold C. Ayers

We have received this date Marion County's deposit of $33,100 in connection with the Turner-Aumsville Section, Bridges (2), and Penn Annex Section, and the Turner-Aumsville Section, grading and paving on FAS 590 and the Abiqua Creek Bridge on FAS 591. These projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

NOTED
J. F. HAGEMANN

JFH:mm

cc: S. H. Probert
P. M. Stephenson

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

May 27, 1955

MARION COUNTY
Office of The County Clerk
Salem, Oregon

The enclosed warrant is in payment of indebtedness incurred by the following Offices or Departments:

Matching money ..... $ Road Fund
Co. Sch. Dist. Mtg. ..... $ 27-53 ..... Warrant No. 24643
Dog Tax ..... $ Dog Fund

eceived satisfactory
of the Abiqua
nstruction of
e Pen Annex
and for
ee-

cons
ments be
total cost
prior to signi ..... $

Abiqua Creek Bridge
Bid Items
12-1/2% Engineering
Estimat

Mill Creek Bridges (2) and Pen Annex Br
Bid Items
12-1/2% Engineering & Contingencies
Estimated Total Cost

Turner-Aumsville Section

Bid Items	$65,660.00	
Move & Reset Mail Boxes	220.00	
12-1/2% Engineering & Contingencies	8,235.00	
Estimated Total Cost		$ 74,115.00
ESTIMATED TOTAL COST ALL THREE PROJECTS		$165,756.38
ADVANCE DEPOSIT OF 20%		$ 33,100.00

4463

Please make this deposit by means of a check or warrant in the amount of $33,100 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all required right-of-way has been obtained, a contract will be awarded. Your immediate attention to this matter would be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm
cc: John A. Anderson, Co. Engr.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 27, 1955

NOTED
J. F. HAGEMANN

Marion County Court
Court House
Salem, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

On May 25th and 26th the Highway Commission received satisfactory bids from Concrete Structures of Portland for construction of the Abiqua Creek Bridge on FAS 591, from Tom Lillebo of Reedsport for construction of the two Mill Creek Bridges on the Turner-Aumsville Section and the Pen Annex Bridge Section of FAS 590, and from Warren Northwest, Inc., of Portland for construction of the Turner-Aumsville Section of FAS 590. As per the agreements between State and County, an advance deposit of 20% of the estimated total cost of these projects based on the low bids received is required prior to signing contracts. The amount of this deposit is as follows:

Contract 4461
FAS 591

Abiqua Creek Bridge		
Bid Items	$19,975.00	
12-1/2% Engineering & Contingencies	2,496.88	
Estimated Total Cost.....		$ 22,471.88

Contract 4462
FAS 590

Mill Creek Bridges (2) and Pen Annex Bridge Section		
Bid Items	$61,484.00	
12-1/2% Engineering & Contingencies	7,685.50	
Estimated Total Cost.....		$ 69,169.50

Contract 4463
FAS 590

Turner-Aumsville Section		
Bid Items	$65,660.00	
Move & Reset Mail Boxes	220.00	
12-1/2% Engineering & Contingencies	8,235.00	
Estimated Total Cost.....		$ 74,115.00
ESTIMATED TOTAL COST ALL THREE PROJECTS.....		$165,756.38
ADVANCE DEPOSIT OF 20%		$ 33,100.00

Please make this deposit by means of a check or warrant in the amount of $33,100 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all required right-of-way has been obtained, a contract will be awarded. Your immediate attention to this matter would be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm
cc: John A. Anderson, Co. Engr.

DOMESTIC SERVICE
Check the class of service desired; $

WESTERN

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be

B

RECEIVED
JUN 27 1955
FOR FILING

S-189 (2)
4463

June 13, 1955

NOTED
J. Mc C.

Warren Northwest Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on May 26, 1955 accepted your proposal for grading and paving the Turner-Aumsville Section of the Salem-Turner-Aumsville Road in Marion County for the sum of $65,660 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4463.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage (SLAC)
H. G. Smith
S. H. Probert

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

3:25 p. m.
June 13, 1955

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Contract for Turner-Aumsville Section of Salem-Turner-Aumsville Road, Marion County, for which you submitted low bid on May 26, 1955 awarded you today. Contract forms follow shortly.

Floyd Cuery, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc: Files ✓

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Encl.

NOTED
J. F. HAGEMANN

R. L. Lens
Resident Engineer

NOTED
J. W. CATTRALL

June 8, 1955

NOTED
[illegible]

Marion County Court
Court House
Salem, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Enclosed are copies of three encroachment resolutions covering the Turner-Aumsville and Abiqua Bridge FAS projects. These resolutions are for the County's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Encl.

NOTED
J. F. HAGEMANN

R. L. Lons
Resident Engineer

RECEIVED
JUN 13 1955
FOR FILING
S-1x9 (2)
4463

Salem, Oregon
June 7, 1955

C
O
P
Y

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies of Maintenance Agreements and 2 conformed copies of Finance Agreements covering the Turner-Aumsville Section and 3 Bridges over Mill Creek, FAS 590 and the Abiqua Bridge Section, FAS 591, also four certified copies of a Maintenance Agreement covering the Pen Annex Section, FAS 590.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Marion County.

Secretary

rn
Attach

R. L. Lent
Resident Engineer

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

NOTED
Harold C. A...

Memo to J. W. Nash
3/15/55

Turner-Aumsville Section
FAS Route 590

This project extends from a county road junction approximately 0.5 mile east of Turner, easterly to a junction with FAS 121 at Aumsville. The existing road has a 16-foot asphaltic concrete pavement 16 feet in width which is inadequate for the type and volume of traffic handled. The wearing surface on the balance of this route is 20 feet in width.

The proposed project is to widen and resurface the existing 16-foot wide pavement on the west 2.6 miles and to grade and drain to an improved alignment the easterly 0.5 mile, constructing an asphaltic concrete wearing surface 20 feet in width with 4-foot shoulders throughout. Included in the project is the construction of two reinforced concrete bridges over Mill Creek. One bridge will be 100 feet in length and the other 75 feet in length. Both new structures will have a horizontal clearance of 24 feet to conform with four existing concrete structures within the limits of the project which will remain in place. One structure being replaced is an untreated covered timber truss 110 feet in length and the other is an untreated timber pile trestle bridge 68 feet in length. Both are structurally inadequate due to deterioration.

This route serves as an interurban connection between the cities of Aumsville, Turner, and Salem, and gives direct service to a highly developed agricultural area.

Marion County
Length: 3.1 miles

Funds:		
	Federal	$ 72,000
	State	24,000
	County	24,000
	Total..	$120,000

NOTE: This is the second project on this route. The Pen Annex bridge section was recently programmed.

JFH:mm

R. L. Lons
Resident Engineer

7

NOTED
Harold C. Ayers

Salem, Oregon
March 11, 1955

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

The field data for the Turner-Aumsville section of FAS 590 has been examined by this office and found to be consistent with the project as proposed by the county and approved by the Highway Commission with the following exceptions:

1. On the section from station 0 to 138 which consists of widening and resurfacing the existing pavement, it was our and the county's understanding that Mr. Williams had approved a minimum thickness of 1-1/2" over the existing pavement and a maximum thickness of 2-1/2" on the widened section; however, if this was a misunderstanding we will straighten the matter out with the Marion County Court.

2. For the section from station 0 to 138 the typical section and computation sheets indicate a finished top shoulder width of 7 feet. This should be reduced to 4 feet.

The plans show approximately 30 private road approaches and the county has asked that we follow our normal policy and pave these approaches.

The field estimate is some $29,000 over the original amount set up for this project; however, the field estimate shows $43,500 + 12-1/2% for the two bridges involved and it is our understanding this estimate should be reduced to approximately $35,000. In any event, additional funds are available for this project if required. It would be appreciated if this office could be advised of the engineer's estimate after the quantities and unit prices have been received.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

NOTED
J. F. HAGEMANN

JFH:mm
cc: V. G. O'Neil

R. L. Lem
Resident Engineer

NOTED
Harold C. A...

March 7, 1955

Marion County Court
Court House
Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are four copies each of six option forms for right of way required in connection with the Turner-Aumsville section of FAS 590. Also enclosed are three prints of a right of way map.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

R. L. Lons
Resident Engineer

NOTED
Harold C. A...

March 7, 1955

Marion County Court
Court House
Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are four copies each of six option forms for right of way required in connection with the Turner-Aumsville section of FAS 590. Also enclosed are three prints of a right of way map.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

R. L. Lem
Resident Engineer

FORM E30—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 2, 1955

SUBJECT: County Options
Turner-Aumsville Section
Market Road No. 28

To:
Mr. John W. Cattrall
City & County Relations Engineer
O F F I C E

Dear Mr. Cattrall:

Attached you will find six option forms in quadruplicate covering right of way to be acquired in connection with the Turner-Aumsville Section of County Market Road No. 28 in Marion County. We were not furnished with copies of statements of information, however, each address is shown as R.F.D. Aumsville, Oregon. The tentative date for the contract letting is scheduled for May 1955.

Also attached are three prints of Map No. 7B-30-19 covering this area and bearing our date of February 28, 1955.

File No.	Name	Area
22927	LeRoy Plane and Zelma Plane	0.62 acre
22928	John Donker, Nanne Donker, Peter Donker, Renski Donker, Gilbert Donker, Gerben Donker and Clair Donker	0.403 acre
22929	Henry W. Lohse and Lizzie S. Lohse	0.78 acre
22930	R. M. Fuson and/or Luta Fuson	0.257 acre
22931	Calvin D. and Golda B. Garver	2.54 acres
22932	H. C. Porter and Minnie F. Porter	0.17 acre

RECEIVED
MAR 2 1955
ENGINEER
COUNTY & CITY RELATIONS

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:ls
Encl. 6 options in quad.
3 prints of 7B-30-19

cc: J. D. Walker

R. L. Lem
Resident Engineer

FORM E-30X—50,000—10-54—75484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1955

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
O f f i c e

Dear Sir:

Reference is made to the Turner-Aumsville Section, FAS #590, in Marion County.

Regarding our discussion of the base and wearing surface design of this project and your desire to use pit-run gravel covered with :

3 " of 1½ - 0
1" of 3/4-0
2½" of A. C.

As to pit-run gravel, such material might be used if it has sufficient fines, and is clean and has a small quantity of large sizes (over 3 inches). At the present time, we do not have any data indicating the extent and characteristics of the gravel sources; which I am informed is a new site. Again, gravel which is not fractured and contains insufficient fines will result in serious compaction difficulties and loss of fines from the upper base courses. The end result could be a platform for the paving which would be unstable.

Present standards require that 4 - 6 inches of crushed material be placed over gravel. With this in mind the 3 inches of 1½-0, and the 1-inch of 3/4-0 are the very minimum that could be used.

Regarding the asphaltic concrete. The minimum that can be placed over an existing surface of this type is 1½ inches. For new work or widening the minimum thickness shall be 3 inches.

Subcutting the existing shoulders probably will not be required, as information indicates that there is ample slope to pull drainage to the outer areas.

A final base design cannot be made until the proposed gravel source has been explored and tested. Should the gravels be large in

R. L. Lem
Resident Engineer

size crushing will be required. There are five soil samples on this project:

3 of which require 11" Base & wear if crushed and 13" if uncrushed.
1 of which require 15½" base & wear if crushed and 18" if uncrushed.
1 of which require 15" base & wear if crushed and 18" if uncrushed.

The limits of these soil types will have to be established before a design can be completed.

Very truly yours,

Ray Webber
Ass't. Construction Engineer

RW:of

cc to: H. G. Smith
L. W. Franklin
R. L. Lenz
W. R. Fretwell

R. L. Lenz
Resident Engineer

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

November 1, 1954

Marion County Court
Court House
Salem, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved for construction with Federal Aid Secondary funds the projects in Marion County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

J. F. [illegible]
R. L. Lem
Resident Engineer

MARION COUNTY
PROPOSED PROJECTS

FAS 590 - Pen Annex Bridge Section, $35,000. This bridge is over Mill Creek and is located on the Salem-Turner-Aumsville County Road opposite the Pen Annex approximately 3 miles southeast of Salem. The existing bridge is Highway Department Bridge Inventory No. 6010.

Contract 4462

The proposed project is to construct a bridge with a 26' roadway on a revised alinement immediately east of the present bridge which will remain in service during bridge construction. The FAS project will be for the structure and placing a fill for the road approach at each end. The county will remove the existing bridge and construct the base and wearing surface on the road approaches. Mr. Hedda Swart, County Engineer, should be consulted prior to making the survey.

FAS 590 - Turner-Aumsville Section, 3.2 Miles, $100,000. This section extends from the county road intersection approximately 0.5 mile east of Turner, easterly to the North Santiam State Highway at Aumsville.

Contract 4463

The proposed project is to grade, base, and place a 20' wide asphaltic concrete pavement 2-1/2" thick with 2' shoulders on an improved alinement for a distance of approximately 0.5 mile at the Aumsville end, and to widen and resurface the existing 16' pavement with a 20' asphaltic concrete pavement with 2' shoulders on the balance of the section. In addition, two bridges over Mill Creek are to be replaced with new 24' roadway structures. One structure to be replaced is the covered bridge over Mill Creek (Bridge Inventory No. 6009) approximately 1 mile east of Turner and will be reconstructed on the present alinement. The other bridge (Bridge Inventory No. 6008) is located approximately 1/4 mile west of Aumsville and the new bridge will be on a revised alinement. Mr. Swart, County Engineer, should be consulted regarding the line revision prior to making the survey.

Contract 4462

FAS 591 - Abiqua Creek Bridge, $30,000. This bridge is located approximately 2 miles northeast of Silverton on the Meridian County Road.

The proposed project is to construct a 26' roadway bridge over Abiqua Creek on the present alinement. The FAS project will be for the structure only, including removal of the existing bridge. The county will close the road during construction and construct road approaches as required.

FAS 159 - Fairfield Junction-Hopmere Section, 4.7 Miles, $100,000. This section extends from the junction with the county road leading to Fairfield and St. Paul, southerly along the North River Road to the north end of the Hopmere-Wheatland Junction project at Hopmere.

The proposed project is to grade and place base material as required to widen and resurface the existing 16' asphaltic pavement with a 22' wide asphaltic concrete pavement with 3' shoulders. The estimated cost is based on a preliminary design of a total base and pavement thickness of 12-1/2" on the widened portions with the pavement thickness varying from 2-1/2" on the widened portions to 1-1/2" at the center line of the existing pavement. Usable survey data is probably available in the County Engineer's office.

Sent to 592

R. L. Lees
Resident Engineer

NOTED
Harold C. Ayers

FORM E 80X 37½ 3 54 73720

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
OCT 22 1954
ENGINEER
COUNTY RELATIONS

Salem, Oregon.
October 22, 1954

SUBJECT: Turner-Aumsville
Marion County
Proposed FAS 590

To: Mr. J. D. Walker
Division Engineer
D e p a r t m e n t

NOTED
J. F. HAGEMANN

Dear Sir:

The department of County-City Relations requested an examination of the proposed project from Marion Junction to Aumsville on the Turner-Aumsville Section.

The present pavement is 16 feet in width and, although it creates a pitching, rolling effect with normal driving speeds, has held up remarkably well. The surface shows very little evidence of breakup and only one short section has any alligatoring effect. The entire section has fairly decent ditches and drainage.

The soils consist of gravels with a matrix of loam and clay loams. The County proposes to place a 2½-inch asphaltic ~~asphalt~~ concrete over the present pavement and an additional 2-foot width on each shoulder, resulting in a 20-foot pavement. Four years ago, Marion County paved the short section from Turner to Marion Junction by placing four inches of "county mix" on the shoulders and an O-11 over this rock and the existing pavement. Considering the heavy logging traffic that travels this short section, the road has held up excellently, with no maintenance having been necessary on the widened shoulders.

Traffic on the proposed section consists of cars, farm trucks, occasional food trucks, and almost no log trucks. I believe that this section could receive somewhat similar construction as the Turner-Marion Junction Section and hold up very well. I would suggest, however, that the road ditches be cleaned out to relieve any possible drainage problems.

Respectfully submitted,

Richard L. Lens

Richard L. Lens
Division Soils Engineer

RLL:AH
cc Mr. Ray Webber
Mr. J. F. Hagemann

NOTED
J F HAGEMANN

R. L. Lens
Resident Engineer

NOTED
Harold C. Ayers

FORM E-30X 37½ 3 54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
OCT 22 1954
ENGINEER
COUNTY-CITY RELATIONS

Salem, Oregon
October 22, 1954

SUBJECT: Turner-Aumsville
Marion County
Proposed FAS 590

NOTED
J. F. HAGEMANN

To: Mr. J. D. Walker
Division Engineer
D e p a r t m e n t

Dear Sir:

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The soils consist of gravels with a matrix of loam and clay loams. The County proposes to place a 2½-inch asphaltic ~~asphalt~~ concrete over the present pavement and an additional 2-foot width on each shoulder, resulting in a 20-foot pavement. Four years ago, Marion County paved the short section from Turner to Marion Junction by placing four inches of "county mix" on the shoulders and an O-11 over this rock and the existing pavement. Considering the heavy logging traffic that travels this short section, the road has held up excellently, with no maintenance having been necessary on the widened shoulders.

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Respectfully submitted,

Richard L. Lens

Richard L. Lens
Division Soils Engineer

RLL:AM
cc Mr. Ray Webber
Mr. J. F. Hagemann

NOTED
J F HAGEMANN

R. L. Lens
Resident Engineer

NOTED
V. S.

FORM E-20X 27½ 2-54 75730

OREGON STATE HIGHWAY DEPARTMENT

NOTED
J. W. CATTRALL

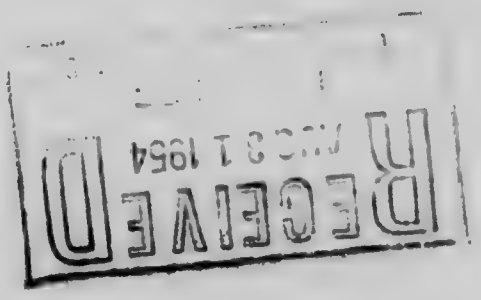
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1954

SUBJECT: PRELIMINARY FOR ESTIMATE
Base Design Charts

To: Mr. J. D. Walker
Division Engineer
Division II
Salem, Oregon

NOTED
Harold C. Ayers



Dear Sir:

Reference is made to the Turner - Aumsville Section, of the F. A. S. 590 Highway.

Enclosed you will find 5 base design charts prepared from laboratory tests, numbers 344847, 344848, 344849, 344850, and 344851.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change section involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

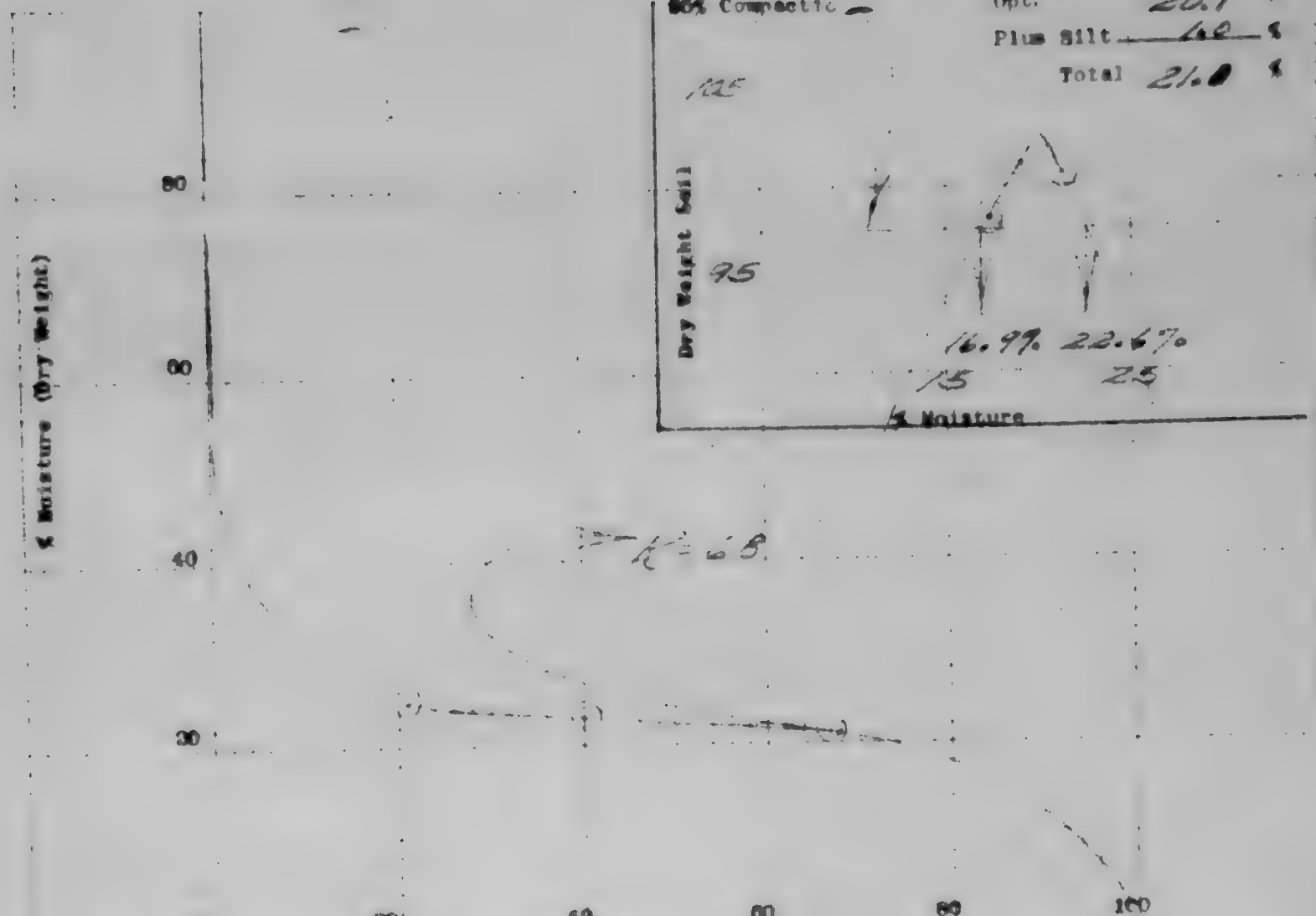
Very truly yours,

H. G. Smith
Construction Engineer

NOTED
J. P. HAGEMANN

By
Ray Webber
Ass't Construction Engineer

RWig
Encls
cc H. G. Smith
J. P. Hagemann
R. L. Loss
Resident Engineer



Data Sheet No. A36497

Lab. No. 344847

LL 34

PI 2

Pass 200 Screen 16.2 %

HYDROMETER ANALYSIS

Particles larger than

2 0 mm	20.5 %
Coarse Sand	7.9 %
Fine Sand	5.5 %
Silt	9.6 %
Clay	4.5 %
Sg	2.56
Natural Moisture	%

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear 2 M	Traffic	8.5 "
Minus Rock Reduction		— "
		"
Minus Wearing Surface		3.5 "
		5.0 "
Plus 25% Increase		1.5 "
Plus Wearing Surface		3.5 "
Total Base & Wear		10.0 "

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Turner - Aumsville

Hwy F.A.S. 590

Division 100' E. of Marion

Depth - 3' - 3'

Hole # 1, Lt. Shoulder

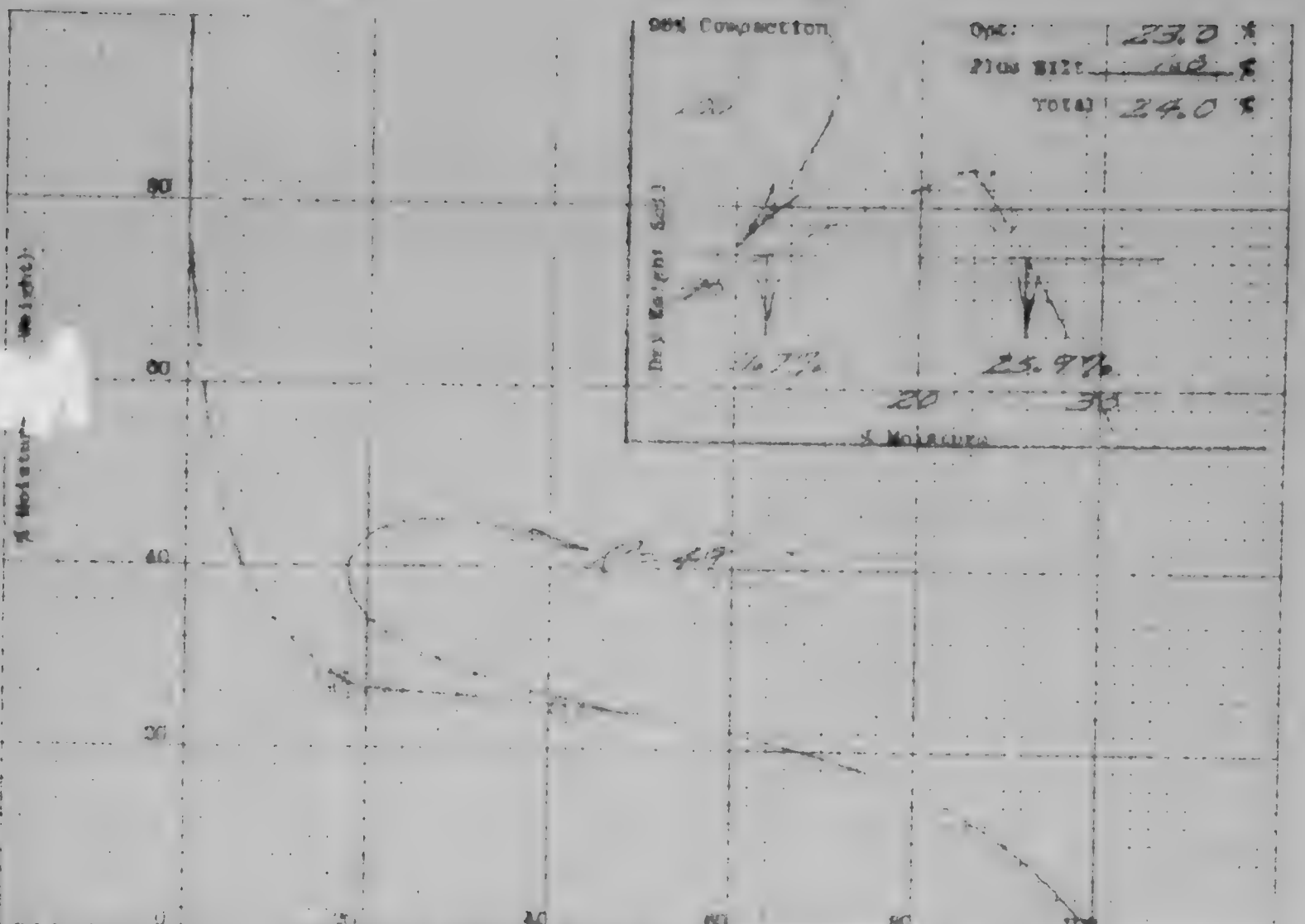
To be used - Subgrade

Prefix No.

County - Marion

Date 9-1-54

Designed by D



Data Sheet No.	5-Jun-49		
Lab. No.	44848	Base & Wear 2.4	Traffic 8.5 "
LL	24	Minus Rock Reduction	— "
PI	0		"
Pass 200 Screen	24.6 %	Minus Wearing Surface	3.5 "
HYDROMETER ANALYSIS			5.0 "
Particles larger than		Plus 25% Increase	1.5 "
2.0 mm	41.6 %	Plus Wearing Surface	3.5 "
Coarse Sand	7.0 %	Total Base & Wear	12.0 "
Fine Sand	6.1 %		
Silt	12.8 %	OREGON STATE HIGHWAY DEPARTMENT	
Clay	12.5 %	SOILS DIVISION	
Sg	2.59	BASE DESIGN CHART	
Natural Moisture	%	Section Turner-Aumsville	
		Hwy S.P.S.530	
NOTE:		Station .5 mi. E. of Marion	
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of that represented by this soil and the possible reduction in case this may be by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be to frost penetration.		Depth 3'-2"	
		Hole # 2, Rt. Shoulder	
		To be used Subgrade	
		Prefix No.	
		County Marion	
		Date 9-1-54	
		Designed by S	

CLEARPRINT PAPER CO. NO. 1010 DIVISIONS PER INCH BOTH WAYS IN 1-100 DIVISIONS
PRINTED IN U.S.A. ON KEUFFEL & ESSER CO. TECHNICAL PAPER NO. 10004

Data Sheet No. 2-56-57

Lab. No. 34-5-45

LL 34

PI 11

Pass 200 Screen 52.4%

HYDROMETER ANALYSIS

Particles larger than

2.0 mm 47.7%

Coarse Sand 42.6%

Fine Sand 4.2%

Silt 24.3%

Clay 28.2%

Sg 2.62

Natural Moisture %

NOTE:

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail a base depth should be 1/3 frost penetration.

Base & Year 24 Traffic

Minus Rock Reduction

	12.5 "
	1.0 "
	4.5 "
Minus Wearing Surface	3.5 "
	6.0 "
Plus 25% Increase	1.5 "
Plus Wearing Surface	3.5 "
Total Base & Wear	11.0 "

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Turner-Stayton

Hwy F.A.S. 540

Station 1.5 mi. E. of Aumsville

Depth - 3' - 3.5'

Hole # 3, Rt. Shoulder

To be used - Subgrade

Prefix No.

County Marion

Date 9-1-54

Designed by J

Data Sheet No.	4-36-49
Lab. No.	34480
LL	37
PI	7
Pass 200 Screen	23.5%
HYDROMETER ANALYSIS	
Particles Larger than	
20 m	43.3%
Coarse Sand	5.8%
Fine Sand	5.6 %
Silt	42.9 %
Clay	42.4 %
Sp	2.53
Natural Moisture	%

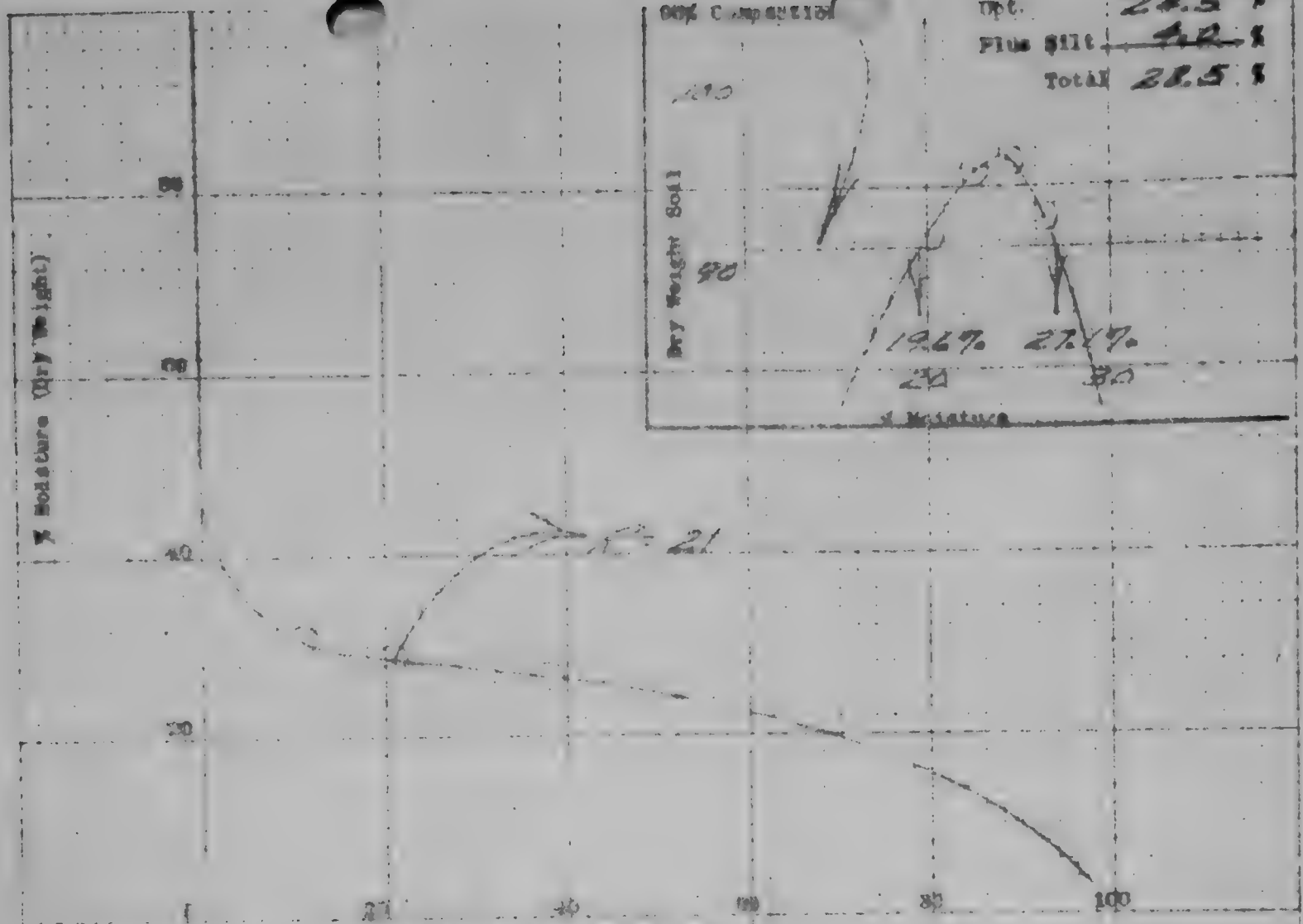
NOTE:
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of soil represented by this test, the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail the gravel base depth should be 12 inches penetration.

Base & Wear	Traffic 8.5
Minus Rock Reduction	
Minus Wearing Surface	3.6
	5.0
Plus 25% Increase	1.5
Plus Wearing Surface	3.5
Total Base & Wear	10.0

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Turner - Hamersville
Hwy U.S. 20
Station E. of mi. E. of Scio. Marion
Depth 3" - 2'
Sale # 4, A.V. Woodcock
To be used Subgrade
Prefix No.
County Marion
Date 3-__-49
Designed by

CLEARPRINT PAPER CO NO 1010 10 DIVISIONS PER INCH PRINTED IN U.S.A.



Opt. 24.5 %
Plus #11 4.0 %
Total 28.5 %

Data Sheet No.
Lab. No.
LL
PI
Pass 200 Screen %
Mechanical Analysis:
Particles larger than
2.0 mm
Coarse Sand
Fine Sand
Silt
Clay
Sp
Natural Moisture %

Note:
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills. If frost soils prevail in area base depth should be 1/2 frost penetration.

Base & Seal	Traffic 10.0
Plus Sand Reduction	.5
	9.5
Less Wearing Surface	3.5
	6.0
Plus 20% Increase	1.5
Plus Wearing Surface	3.5
Total Base & Seal	11.0

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Turner - Aumsville
Hwy U.S. 99E
Station 200' N. of Jct. of Aumsville
Depth - 3'-4'
Note # 5
To be used - Subgrade
Proj. No. [illegible]
County - M
Date 9-1-54
Designed by A

CLEARPRINT PAPER CO. NO. [illegible]

121-1040 Chitwood Creek-Siletz Sec. 1955
of the Siletz Hwy.
#4464

RECEIVED
FEB 23 1956
FOR FILING

February 20th, 1956

NOTED
State Highway Engineer

FINAL COST ANALYSIS
Stone Base & Oiling
Central Paving Co., Contractors
S. F. Walters, Resident Engineer

Chitwood Creek-Siletz Section
Contract #4464

Siletz Highway
Prefix 121-1040

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(2) 1½"-0 Material in Base	10,228	Cu. Yd.	$3.75	$2.84	$29,064.54	$38,355.00
(1) Sprinkling	315	M/Gal.	3.00	2.90	915.17	945.00
(1) Preparation of Base	6.18	Mile	200.00	188.14	1,162.69	1,236.00
(1) & (2) ½"-¼" Material in Binder Course	724.5	Cu. Yd.	5.90	4.64	3,364.87	4,274.55
(1) & (2) Furnish & Place Aggregates	1,811	" "	5.90	5.25	9,500.67	10,684.90
(1) RC-3 Asphalt	79.03	Ton	45.00	36.19	2,860.31	3,556.35
(1) 150-200 Asphalt	116.74	"	38.00	34.80	4,063.42	4,436.12
(1) RS-2 Asphalt	65.97	"	40.00	35.34	2,331.71	2,638.80
(2) 3/4"-½" Cr. Material in Stockpile	320.41	Cu. Yd.	3.75	3.40	1,088.30	1,201.54
(2) ½"-¼" Cr. Material in Stockpile	484.54	" "	3.75	3.40	1,645.82	1,817.03
(2) ¼"-0 Cr. Material in Stockpile	292.77	" "	3.75	3.40	994.43	1,097.89
(2) ¼"-#10 Cr. Material in Stockpile	185.25	" "	3.75	3.40	629.22	694.69
					$57,621.15	$70,937.87

	Gross Revenue	Total Cost	Profit	% Profit
(1) Central Paving Company	$18,265.47	$16,320.95	$1,944.52	10.6%
(2) Calkins Crushing Company	52,672.40	41,300.20	11,372.20	21.5%
	$70,937.87	$57,621.15	$13,316.72	18.8%

Chitwood Creek-Silets

Contract #4464
Detail of Cost

Total

Labor:					
Labor				$ 9,906.56	
Labor Insurance				839.96	
Health & Welfare				150.70	
					$10,897.22
Materials:					
RC-3 Asphalt	79.03	Tons	at $25.75	$ 2,035.02	
150-200 Asphalt	116.74	"	" 22.50	2,626.65	
RS-2 Asphalt	65.97	"	" 25.20	1,662.44	
Freight on Asphalt	261.74	"	" 5.50	1,439.57	
Royalty on Rock	10,228	C.Y.	" 0.25	2,557.00	
					10,320.68
Equipment Rentals & Misc. Supplies:					
Equipment Rental, Owned				$10,737.05	
" " , Hired				17,232.92	
Gas, Oil & Grease				2,791.20	
Bond				425.62	
P.U.C.				144.75	
P.L. & P.D. Insurance				111.78	
Move In, Freight & Cartage				2,431.30	
Water				25.00	
Home Office & Overhead				2,128.13	
Small Tools & Misc. Supplies				375.50	
					36,403.25
Total Cost					$57,621.15

Chitwood Creek-Siletz

Contract #4464
Detail of Cost

Central Paving Co.

Labor:					
Labor				$3,391.41	
Labor Insurance				188.44	
Health & Welfare				150.70	
					$ 3,730.55
Materials:					
RC-3 Asphalt	79.03	Tons	at $25.75	$2,035.02	
150-200 Asphalt	116.74	"	" 22.50	2,626.65	
RS-2 Asphalt	65.97	"	" 25.20	1,662.44	
Freight on Asphalt	261.74	"	" 5.50	1,439.57	
					7,763.68
Equipment Rentals & Misc. Supplies:					
Equipment Rental				$2,938.65	
Gas, Oil & Grease				648.54	
Bond				109.59	
P.U.C.				54.75	
P.L. & P.D. Insurance				46.63	
Move In, Freight & Cartage				455.60	
Home Office & Overhead				547.96	
Water				25.00	
					4,826.72
Total Cost					$16,320.95

Chitwood Creek-Siletz

Contract #4464
Detail of Cost
Calkins Crushing Co.

Labor:			
Labor		$6,515.15	
Labor Insurance		651.52	
			$ 7,166.67
Materials:			
Royalty on Rock	10,228 cu. yd. at $0.25	$2,557.00	
			2,557.00
Equipment Rentals & Misc. Supplies:			
Equipment Rental, Owned		$7,798.40	
" " , Hired (Fully-operated)		17,232.92	
Gas, Oil & Grease		2,142.66	
Bond		316.03	
P.U.C.		90.00	
P.L. & P.D. Insurance		65.15	
Move In, Freight & Cartage		1,975.70	
Small Tools & Misc. Supplies		375.50	
General Overhead		1,580.17	
			31.576.53
T o t a l C o s t			$41,300.20

Chitwood Creek-Siletz

Contract #4464

Remarks:

This was a "State Project" calling for the stone base and oiling of 6.36 miles of highway roadbed on the Chitwood Creek-Siletz Section of the Siletz Secondary Highway in Lincoln County.

The contract was bid May 25th, 1955 and awarded June 14th, 1955. Work started June 27th and the project was completed September 12th, 1955.

The Calkins Crushing Co. furnished the oiling aggregate and the stockpile material from his commercial plant located south of Kernville and the base rock was crushed from a private gravel bar near Logsden. A total of 10,228 cu. yd. of 1½"-0 gravel was crushed in 64 hours crushing time for an average of 160 cu. yd. per hour. The material was hauled with an average of 15 trucks.

The contractor moved in a water wagon, blades and rollers and processed the base material preparatory to the oiling operation.

The oiling was started the first week in August using a distributor, seven 5 cu. yd. trucks, two blades and two rollers. The project was completed September 12th, 1955.

The contractor had good bid prices, good equipment and personal supervision, realizing an excellent profit.

George Kayser
Cost Analyst

RECEIVED
JAN 16 1956
FOR FILING

4464

January 13, 1956

Indemnity Insurance Company of North America
821 Second Avenue
Seattle 4, Washington

Attention: Mr. H. R. Buck, Superintendent
Bond, Burglary & Glass Department

Gentlemen:

Final payment is to be released to Central Paving Company on January 19, 1956 for work performed on Contract No. 4464 on the Chitwood Creek-Siletz Section of the Siletz Secondary Highway in Lincoln County. The total amount of the contract has been determined at $70,937.87.

The Surety Company was notified of this final payment on January 9, and inasmuch as your letter was received on January 9, the two letters apparently crossed in the mail.

No claims have been filed against this contract but under Oregon Law it is our understanding that claimants have a period of six months following acceptance of the contract by the Highway Commission within which to file claims.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

HDB:aw
P.S.

Indemnity Insurance Company
of North America

TELEPHONE NUMBER
SENECA 3360

Seattle Service Office
821 Second Avenue, Seattle 4, Washington

January 6, 1956

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Re: Our Bond No. M-2871
Central Paving Co.

Dear Sir:

You will recall under date of December 14, 1955 you wrote to us advising that final payment would be made to Central Paving Co. on or after December 24, 1955. This is in connection with the Contract No. 4464 for stone base and oiling on the Chitwood Creek-Siletz Section of the Siletz Highway in Lincoln County.

I am wondering if this final payment has been released and whether or not we may consider our bond terminated.

It would be appreciated if you would advise whether or not the final payment has been made and as of what date we may consider our liability terminated under this bond.

Thank you for your usual kind assistance.

Very truly yours,

H. R. Buck

H. R. Buck, Superintendent
Bond, Burglary & Glass Dept.

HRB/aw
P.S. It would also be appreciated if you would advise us the final contract price on this job.

REFERRED TO
BY SECRETARY

RECEIVED

RECEIVED
JAN 21 1956
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT

(date)
January 12, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4464	F-Final	Central Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
234	B-140855	$ 2,260.76	1/12/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept.15, 1955

Time Extensions: None

Completion Date: Sept. 12, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-19-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 20 1956

Ruth Rawlings

RECEIVED
JL

RECEIVED
JAN 9 1956
FOR FILING

January 9, 1956

CERTIFIED MAIL

Indemnity Insurance Company of N. A.
Seattle Service Office
821 Second Avenue
Seattle 4, Wash.

Attention: H. R. Buck, Superintendent

Dear Sir:

State Highway Contract No. 4464 for work performed on the Chitwood Creek-Siletz Section of the Siletz Highway in Lincoln County was completed by the contractor, Central Paving Co., on September 12 and was formally accepted by the Highway Commission on December 19, 1955.

Final payment in the amount of $2,260.76 will be released to the contractor on or after January 19, 1956. The total contract amount is $70,937.87 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Indemnity Insurance Co. of N. A.
John Pfaff, Agent
148 "C" St.
Independence, Oregon

...D ON CARD

gl

RECEIVED
DEC 14 1955
FOR FILING

REG ENT

December 14, 1955

CERTIFIED MAIL

Indemnity Insurance Company of N. A.
Seattle Service Office
821 Second Avenue
Seattle 4, Washington

Attention: H. R. Buck, Superintendent

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Central Paving Co. on contract No. 1464, for stone base and oiling on the Chitwood Creek-Siletz Section of the Siletz Highway in Lincoln County. This payment, in the amount of $5,732.19, will be released to the contractor on or after December 24, 1955. The retained percentage is $2,124.03.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Indemnity Insurance Company of N. A.
John Pfaff, Agent
148 "C" St.
Independence, Oregon

... ON CARD

Form E-1—1061

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 6, 1955, 19

Section Chitwood Creek-Siletz

Highway Siletz Sevondary

Contractor Central Paving Co.

Date of contract June 14, 1955, 19

Date work started June 27, 1955, 19

Project authorization . . . . . $ 80,378.63

Exclusive of Engineering . . . . . $ 74,188.15

54/94/40

Kind of work Surfacing & Oiling

Section prefix 121-1040

Contract number 4464

Date of completion Sept. 15, 1955, 19

Estimated date of completion Sept. 15, 1955 19

Per cent of time elapsed 50 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 74,188.15

Per cent of contract completed, based on total contract price . . . . . %

Engineering authorization . . . . . $ 6190.48

Engineering cost to date $ 2000, 32 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed oil mat surfacing this week.

NOTED
W. T. WRIGHT

RECEIVED
AUG 15 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed S O Wallis

Address Box 324, Albany

Original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77009

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6.18		6.18	
Miles partially completed		~~6.18~~		~~6.18~~	
Miles completed		6.18		6.18	
Total estimated quantities		10,200	1700	2,700	
Estimated quantities moved or placed to date		10,200		2,450	
Average daily quantities		1,150		612	
Average daily quantities necessary to complete project on time			425	6	
Number shifts per day				1	
Hours per shift				12	
Average force on project for week				15	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...1....., Power graders .....2....., Rollers ....2....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., Distr.1 ~~1~~, Retort 1....., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 29 1955
FOR FILING

12-1 1040
4464

June 29, 1955

Central Paving Co.
Foot of "C" Street
Independence, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4429, covering the South River Road Junction (Milwaukie) Section of the Pacific Highway East in Clackamas County.

Contract No. 4464, for stone base and oiling on the Chitwood Creek-Siletz Section of the Siletz Highway in Lincoln County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUN 27 1955
FOR FILING

121-1040
4464

June 14, 1955

NOTED
J. Mc C.

Central Paving Company
Independence, Oregon

Gentlemen:

The State Highway Commission on May 25, 1955 accepted your proposal for stone base and oiling and furnishing crushed material in stock piles on Chitwood Creek-Siletz Section of the Siletz Highway in Lincoln County for the sum of $76,081.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4464.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Cuery, Assistant Secretary

jme

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington - Attn: Dorothy McCormack

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

RECEIVED
MAY 9 1955

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

10:45 a. m.
June 14, 1955

Central Paving Company
Independence, Oregon

Contract for Chitwood Creek-Siletz Section of Siletz Highway, Lincoln County, for which you submitted low bid on May 25, 1955 awarded you today. Contract forms follow shortly.

Floyd Cuery, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc: Files

RECEIVED
MAY 9 1955
FOR FILING

Coast
R/W
Curly Creek

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1955

SUBJECT: Chitwood C. Silcity Sec.

To: Mr. W. C. Williams
Deputy State Highway Engineer

L

RECEIVED
W. C. WILLIAMS

Referring to the construction project on the Siletz Secondary highway northerly from the town of Siletz, the job, as submitted from the field, called for 2 inches on part and 1 inch on part of the existing roadway using 1½"-0 crushed gravel.

[illegible] the Siletz Section [illegible] in their opinion the entire project should be covered with 2 inches of 1¼"-0 [illegible] 1½" course of 3/4"-0 on top, [illegible] on C-11.

The project as submitted for [illegible] cost $77,000. The project as recommended by our Siletz Section would cost $115,000.

You will shortly receive the suggested surfacing section for consideration and wish you to be informed.

RECEIVED
MAY 6 1955
COAST
STATE HIGHWAY ENGINEER

Forrest Cooper
Asst. Construction Engineer

FC:jv

S-140(2) Park Ave.-Gladstone Sec., 1955
Oatfield Co. Rd.
#4465

NOTED
Harold C. Ayers

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: County-City Relations Engr

DATE: September 18, 1962

FROM : A. W. Parsons, Division Engineer
08-35.4DA Salem, Oregon

NOTED
V. R. JONES

SUBJECT: Oregon Project S-140(2), Kellogg Creek-Gladstone Section
Clackamas County Road
FAS 119

A maintenance condition on subject project, completion of roadway repairs after sewer installation, is again called to your attention. In a recent trip over the project, our area engineer noted that a considerable section had been repaired in a satisfactory manner but further work remained to be performed on another section.

Please advise as to the plans the County may have for completion of all the necessary repairs.

NOTED
R. H. PRANGE

RECEIVED
SEP 19 1962
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
SEP 19 1962
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

NOTED
Harold C. Ayers

NOTED
DON HARWELL

COUNTY OF CLACKAMAS

Board of Commissioners

C. E. LATOURETTE, CHAIRMAN
DARRELL JONES, COMMISSIONER
S. C. ELY, COMMISSIONER

COUNTY COURT HOUSE — OREGON CITY, OREGON

Phone OLive 6-2641

NOTED
H. S. COX

January 17, 1962

NOTED
V. R. JONES

NOTED
R. H. PRANGE

Mr. H. S. Cox
County-City Relations
State Highway Department
Salem, Oregon

Re: Oatfield Road M. R. #34

Dear Mr. Cox:

We have your letter of January 16 regarding the Bureau of Public Roads' inspection and complaint on the unsatisfactory maintenance condition that exists on the section improved under F.A.S. Project S-140(2). Fas 119

We wish to report to you in order that you can transmit this information to the Bureau of Public Roads that we have attempted to do some repair work that was left undone by the Lee Hoffman Construction Company in both Oak Lodge Sanitary District No. 1 and Oak Lodge Sanitary District No. 2, both districts being in litigation with the Construction Company and causing the general maintenance and repair of Oatfield Road to be at a standstill. We have informed the district, the bonding company and Lee Hoffman Construction Company that we are taking over the general maintenance of the above road in the interest and safety of the traveling public. We wish to inform the Bureau of Public Roads that we will see that the paving of the damaged portions is replaced as soon as practical.

NOTED
JOHN D. GRAHAM

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

Copy to B.P.R. H.S.C.

RECEIVED
JAN 22 1962
ENGINEER
COUNTY & CITY RELATIONS

CEL/dab

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
Harold C. Ayers

January 16, 1962

NOTED
DON HARWELL

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon

Attention: Mr. C. E. Latourette, Chairman

NOTED
R. H. PRANGE

Gentlemen:

File →

We were notified verbally by the Bureau of Public Roads that an unsatisfactory maintenance condition exists on the Oatfield Road, FAS 119, on the section improved under Federal Aid Secondary Project S-140(2). An inspection revealed that the pavement had been opened along centerline for approximately one mile to permit installation of a sewer system and had not been repaired following the placing of the sewer line. There is also some damage to the surfacing still in place probably from construction work on the sewer. A County maintenance crew was observed engaged in repairing some of the spot damage. We have no doubt that there are plans to replace the paving as soon as practical but we would like to have a letter so stating in order that the information can be transmitted to the Bureau of Public Roads.

The Bureau inspection also revealed a discrimination against the traffic following FAS 680 in Oswego as stop signs had been placed on FAS 680 at two intersections by, we believe, the City of Oswego. The Bureau interpreted this to be contrary to the wording of the encroachment resolutions signed by the City and the County which state "...nor impose any regulation of traffic upon said highway which shall unduly discriminate against the traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues." The State Highway Department Traffic Division has been requested to conduct a study at these intersections to determine the traffic patterns at these locations and the Bureau of Public Roads has been notified regarding this request.

Very truly yours,

NOTED
JOHN D. GRAHAM

H. S. Cox
County and City Relations Engineer

By

NOTED
JOHN D. GRAHAM

V. R. Jones
Planning Engineer

VRJ:mm

NOTED
Harold C. Ayers

December 17, 1956

Form A-180—10M—9-56

egon

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 48930

Date December 26, 1956

Your Req. No.

Billing Request No. [illegible]-277

Credit distribution: 503-1056-297

Clackamas County
Oregon City, Oregon

Attn: County Court

Final billing for advance - Clackamas section, [illegible] 110, covered by agreement dated May, 1955.

Original Advance Deposit	33,700.00	
Less: Amt. previously transferred	26,000.00	
Balance Advance Deposit		6,700.00
County share of total costs as per attached	32,134.47	
Less: Amt. previously transferred	26,000.00	
Balance		6,134.47
To be retained		$ 565.53

ACKNOWLEDGMENT OF BILLING

Cash Received with Request: $----------

By----------

State Printing 8944

C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold L. Ayers

December 17, 1956

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the Park Avenue-Gladstone Section of FAS 119, and it has been determined that the agreed county share of these costs is $32,134.47 as per the attached statement. As the county initially deposited $32,700., a refund of $565.53 is due. In accordance with my telephone conversation with Mr. Skoko on December 14th, we are retaining this refund as part of the additional advance deposit required in connection with the extra drainage work on the Oswego project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

Completed 12/8/5[illegible]

County Clackamas Contract No. 4465 Date 12/14/56

FAS 119 Section Park Avenue-Gladstone

PAYMENTS TO CONTRACTOR

	Item	Unit	Unit Price	Total Qty.	Total Cost
1.	Clearing & grubbing	All	$2,000.00	100%	$ 2,000.00
2.	Drainage excavation, unclass.	c.y.	2.50	563.14	1,407.85
3.	General " "	c.y.	0.55	13,333.8	7,333.59
4.	Finish roadbed & slopes	mile	500.00	4.31	2,155.00
5.	12" corregated metal pipe	l.f.	3.00	1,590	4,770.00
6.	18" concrete pipe	l.f.	3.00	633	1,899.00
7.	24" " "	l.f.	4.20	45	189.00
8.	Extra for pipe under pavement	l.f.	2.00	268	536.00
9.	Spec. conc. catch basins	each	65.00	11	715.00
10.	Crusher-run Mat'l. in base	c.y.	2.15	13,061	28,081.15
11.	3/4"-0 mat'l. in base	c.y.	2.50	5,416.5	13,541.25
12.	Sprinkling	M/gal.	2.00	265.5	531.00
13.	Class B asphaltic concrete	ton	5.70	11,435.95	65,184.92
14.	RS-1 asphalt	ton	38.00	6.23	236.74
15.	Extra for asph. conc. approaches	each	27.00	242	6,534.00
PA#1	6" perforated C.M.P. uncoated	l.f.	1.65	220	363.00
	3/8"-0 backfill in drains	c.y.	5.00	40.06	200.30
PA#2	Salvage & reinstall culv. pipe	l.f.	1.00	501	501.00
PA#4	12" concrete pipe	l.f.	2.45	627	1,536.15
PA#6	Furnish & install catch basin grates	each	13.00	10	130.00
EWO#1	Remove & reset mail boxes				633.04
EWO#2	Rock slope of approach road				56.27
EWO#3	Replace driveway culverts				127.06

Subtotal	$138,661.32
Seal coat on portions of A.C. pavement	467.29
Construction Engineering	19,229.32
TOTAL CONSTRUCTION COSTS	$158,357.93
FEDERAL FUNDS COLLECTED FOR PROJECT	$ 94,089.00

AGREED COUNTY SHARE TOTAL COST
(50% of difference between total cost and federal funds)
($158,357.93 - $94,089.00) X 1/2 = $32,134.47

County Advance Deposit	$32,700.00
Less County Share Costs	32,134.47
REFUND DUE COUNTY	$ 565.53

S-140/21

OREGON STATE HIGHWAY DEPARTMENT

(date)

~~April 20, 1956~~

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
~~4465~~ (VOUCHER NO.)	~~8 Final~~ (WARRANT NO.)	~~K. F. Jacobsen & Co., Inc.~~ (AMOUNT) (DATE)
7738	B-148605	$ 4,154.55 4/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Scott Rawlings
ACCOUNTING DIVISION

Specified completion Date: 9-30-55

Time Extensions: to 12-8-55

Completion Date: 12-8-55

Date Accepted: 1-26-56

Penalties: none

Claims: yes

Remarks:

Date: 4-20-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 23 1956

Ruth Rawlings

Floyd Quiney
ass't Secty.

NOTED ON CARD
gl

RECEIVED
APR 18 1956
FOR FILING

S-140(2)

4465

April 16, 1956

Oak Lodge Water District
Oak Grove, Oregon

Re: Oatfield Road Improvement

Attention: Robert G. Thompson

Gentlemen:

The cost incurred by the Oak Lodge Water District for lowering water services and re-locating hydrants was in connection with a Federal-Aid County Road Project.

On projects of this nature, it is the obligation of the County to furnish all rights of way clear of encumbrances. Your billing for reimbursement in the amount of $2,505.31, has been referred to the Clackamas County Court for settlement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Deputy State Highway Engineer

WCW:CHM

CC: Forrest Cooper
A. G. Skelton
C. H. Maison

RECEIVED
APR 10 1956
FOR FILING

S 7.140(2)
4465

April 9, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4465 for work performed on the Park Avenue-Gladstone Section of the Oatfield County Road in Clackamas County was completed by the contractor, K.F. Jacobsen & Co.,Inc., on December 8, 1955 and was formally accepted by the Highway Commission on January 26, 1956.

Final payment in the amount of $4,154.55 will be released to the contractor on or after April 19, 1956. The total contract amount is $138,661.32, of which amount $816.37 represents force account items.

There are two claims filed against this project, of which you have been previously notified, aggregating $306.83.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

NOTED ON CARD
JI

RECEIVED
APR 6 - 1956
FOR FILING

S-140(2)
4465

April 4, 1956

Great American Indemnity Company
Oregon Service Office
409 Failing Building
Portland, Oregon

Attention: Mr. W. H. Gardner, Superintendent

Gentlemen:

Thanks very much for your letter of April 2nd in regard to Warren L. Brown, dba Construction Hauling Company and the amount of #309.76 that he owes to us. According to our records $131.08 of the total amount owing covers one 1000 x20 truck tire and two 1000 x 20 truck tubes that were purchased by Mr. Brown for equipment being used on the Oatfield Road Job No. 4465, and $178.68 covers two 900 x 20 truck tires and two 900 x 20 truck tubes purchased by Mr. Brown for equipment being used on the Rock Creek Damascus Job No. 4382.

We are very sorry not to have answered your letter of February 17th, but we have been endeavoring to contact Mr. Brown, but to date have not been successful and the balance of $309.76 is still outstanding.

Yours very truly,

PECK BROTHERS

B. L. Cornwell
Assistant Manager

BLC:djl
cc: Oregon State Highway Department, Salem, Oregon
Attention: H. B. Glaisyer
cc: K. F. Jacobson and Co., Inc.

RECEIVED
APR 6 - 1956
COPY TO
FOR FILING

S-1401
4465-

COPY FROM
Great American
Indemnity Company
New York
409 FAILING BUILDING
PORTLAND, OREGON

April 2nd, 1956

Peck Brothers
S. W. 13th Ave. at Taylor St.
Portland 5, Oregon

Gentlemen:

On February 17th, 1956, I addressed a letter to you acknowledging receipt of your letter of February 15th addressed to the "State of Oregon Highway Department", wherein you advised that Warren L. Brown was indebted to you in the amount of $309.76, for truck tires purchased by him allegedly for use on the Rock Creek and Damascus Job No. 4382 and Oatfield Road Job No. 4465. You advised that Mr. Brown was a subcontractor of K. F. Jacobsen & Company, Inc. In my letter I requested that you advise us which part of the total sum applied to each job.

Having not received a response to my letter of February 17th, and having had no further word from you, I assume that Mr. Brown has paid the money you declared he owed you. If I am incorrect in this assumption, please immediately advise me.

Yours very truly,

W. H. Gardner, Superintendent
Oregon Claim Department

WHG/lb
cc: H. B. Glaisyer
Oregon State Highway Dept.

NOTED
H. B. GLAISYER

RECEIVED
APR 3 1956
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

RECEIVED
FEB 23 1956
FOR FILING

S-140 (2)
4465

February 27, 1956

Great American Indemnity Company
Oregon Service Office
409 Failing Building
Portland, Oregon

Attention: Mr. W. H. Gardner

Re: Contracts 4382 and 4465

Gentlemen:

This office has not received any notification concerning the payment of claims of Mr. John M. Johnson against these two contracts other than your letter of February 23, 1956.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

RECEIVED

RECEIVED
MAR 20 1956
FOR FILING

S-140 (2)
4465

February 20, 1956

Peck Brothers
S. W. 13th at Taylor
Portland 5, Oregon

Attention: B. L. Cornwell

Gentlemen:

We have your letter of February 15 in which you state that Warren L. Brown, dba Construction Hauling Company, owes you the sum of $309.76 for truck tires used on our contract No. 4465 for grading and paving a Park Avenue-Gladstone section of the Oatfield Clackamas County Road and on contract No. 4382 for grading and paving on the Rock Creek-Damascus section of the Clackamas-Boring Road in Clackamas County.

Both of these contracts were awarded to K. F. Jacobsen & Co., Inc., and the bond was furnished by Great American Indemnity Company, 412 Failing Building, Portland 4, Oregon.

Contract No. 4465 was completed December 8, 1955, and accepted by the Highway Commission January 26, 1956. Contract No. 4382 has not been completed.

If you wish to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the commission, you should file your claim with the Secretary of State.

We have attached excerpts from the Oregon Laws outlining the procedure for such filing. In the meantime the claims will be entered in our records and we will advise the surety and the contractor that they have been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:eu

NOTED ON CARD

RECEIVED
MAR 20 1956
FOR FILING

S-1(10)1
4465

February 20, 1956

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

A letter has been received from Peck Brothers, S. W. Thirteenth at Taylor, Portland 5, stating that Warren L. Brown, dba Construction Hauling Company, owes them the sum of $309.76 for truck tires furnished on Contract No. 4382 for grading and paving the Rock Creek-Damascus section of the Clackamas-Boring Road and on Contract No. 4465 for grading and paving the Park Avenue-Gladstone section of the Oatfield County Road, Clackamas County. They do not advise as to how much of the total is applicable to each of these contracts.

K. F. Jacobsen & Company, Inc., is the principal contractor on both of these jobs and apparently Mr. Brown was operating as a subcontractor.

We provide this information as your company appears as surety on the performance bonds furnished with these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:eu

cc: K. F. Jacobsen & Co.
1206 N. River St.
Portland 12, Oregon

POSTED ON CARD

MERCHANDISERS OF OUTSTANDING

Filed

RECEIVED
MAR 20 1956
FOR FILING

S-1471(2)
4465

February 20, 1956

Peck Brothers
S. W. 13th at Taylor
Portland 5, Oregon

Attention: B. L. Cornwell

Gentlemen:

We have your letter of February 15 in which you state that Warren L. Brown, dba Construction Hauling Company, owes you the sum of $309.76 for truck tires used on our contract No. 4465 for grading and paving a Park Avenue-Gladstone section of the Oatfield Clackamas County Road and on contract No. 4382 for grading and paving on the Rock Creek-Damascus section of the Clackamas-Boring Road in Clackamas County.

Both of these contracts were awarded to K. F. Jacobsen & Co., Inc., and the bond was furnished by Great American Indemnity Company, 412 Failing Building, Portland 4, Oregon.

Contract No. 4465 was completed December 8, 1955, and accepted by the Highway Commission January 26, 1956. Contract No. 4382 has not been completed.

If you wish to protest your claim against the bond for a period longer than six months following completion of the contract and acceptance by the commission, you should file your claim with the Secretary of State.

We have attached excerpts from the Oregon Laws outlining the procedure for such filing. In the meantime the claims will be entered in our records and we will advise the surety and the contractor that they have been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON [illegible]

FAQ:eu

MERCHANDISERS OF OUTSTANDING PRODUCTS

COPY TO _____

COPY FROM
Great American Indemnity Company
New York
409 FAILING BUILDING
PORTLAND, OREGON

February 17th, 1956

Peck Brothers
S.W. 13th Ave. at Taylor St.
Portland 5, Oregon

Gentlemen:

This is to acknowledge receipt of a copy of your certified mail letter addressed to the Highway Department of the State of Oregon under date of February 15th, 1956, wherein you advise that Warren L. Brown is indebted to you in a total amount of $309.76, representing the purchase by him of truck tires from you for use on the Rock Creek and Damascus, Job No. 4382 and Oatfield Road, Job No. 4465.

Will you please advise us which part of the total sum of $309.76 applies to each job.

Yours very truly,

W. H. Gardner

W. H. Gardner, Superintendent
Oregon Claim Department

WHG/lb
cc: H. B. Glaisyer
Oregon State Highway Dept.

REFERRED TO
BY SECRETARY

RECEIVED
FEB 20 1956
OREGON
STATE HIGHWAY COMMISSION

Peck Brothers
SERVICE
HOME OFFICE
S. W. THIRTEENTH AT TAYLOR - PHONE CA - 8-2176
PORTLAND 5, OREGON
BRANCHES IN - BEND - EUGENE - MEDFORD - SALEM - ROSEBURG, OREGON
LONGVIEW, WASHINGTON

MERCHANDISERS OF OUTSTANDING AUTOMOTIVE PRODUCTS
Pennsylvania Tires
Willard
ARMSTRONG TIRES
P & C TOOLS
WINSLOW FILTERS
O T C TOOLS AND OTHER
AUTOMOTIVE ACCESSORIES

A BUSINESS BUILT ON SERVICE

Certified - Receipt Requested

February 15, 1956

State of Oregon
Highway Department
Salem, Oregon

Gentlemen:

This is to advise that Warren L. Brown, dba Construction Hauling Company, is indebted to us in the amount of $309.76 covering truck tires purchased for use on the Rock Creek and Damascus, Job No. 4382 and Oatfield Road, Job No. 4465, as a subcontractor under K. F. Jacobsen & Company, Inc., Portland, Oregon. The Great American Indemnity Company, 412 Failing Building, Portland, Oregon was the bonding company on both of these jobs.

This letter is for notification purposes of this obligation and in no way reflects the credit standing of Warren L. Brown.

Yours very truly,

PECK BROTHERS

B. L. CORNWELL
Assistant Manager

BLC:b
cc K. F. Jacobsen & Company, Inc.
Great American Indemnity Company

RECEIVED
STATE HIGHWAY COMMISSION

REFERRED TO
SECRETARY

NOTE ON CARD

RECEIVED
FEB 16 1956
FOR FILING

S-140 (E)
4465

February 16, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to K.F. Jacobsen & Co.,Inc., in connection with contract No. 4465, covering the Park Avenue-Gladstone Section of the Oatfield County Road in Clackamas County. This payment, in the amount of $7,954.67, will be released to the contractor on or after February 27, 1956. The retained percentage is $4,160.00.

There is a claim filed against this project by John M. Johnson for dump truck hauling in the sum of $175.75, of which you have been previously notified.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gf

RECEIVED
FEB 8 1956
FOR FILING

S-140 (2)
4465

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 8, 1956

K. F. Jacobsen & Co., Inc.
1208 N. River St.
Portland 12, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from September 30 to December 8, 1955 within which to complete your contract No. 11455, covering the Park Avenue-Gladstone Section of the Oatfield County Road in Clackamas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

W. Scofield,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
JAN 19 1956
FOR FILING

January 18, 1956

Request for extension of time
No. 20
January 26 and 27 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Earl F. Jacobsen & Co., Inc. for an extension of time on the Park Avenue-Gladstone Section, Oatfield Road grading and paving project, Contract No. 4464, from September 30, 1955 to December 8, 1955.

Paving on this section was completed by the specified time limit, but considerable difficulty was encountered in placing the narrow shoulders due to utility service line breakage along the project and unsatisfactory weather conditions.

There was no delay to the traveling public nor added expense to the State, and I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt lg

RECEIVED
JAN 19 1956
FOR FILING

3-140 (2)
4465

Lewis

January 18, 1956

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of January 4 to which was attached three copies of a claim against Contract No. 4382 in the sum of $236.70, and three copies of a claim against Contract No. 4465 in the sum of $175.75. These claims are both against K. F. Jacobsen & Co., Inc., and bear your respective file Nos. 3537 and 3538.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

RECEIVED
JAN 19 1956
FOR FILING

S-140 (2)
4415

Laws

January 18, 1957

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

Attached are copies of two claims which have been filed with the Secretary of State by John M. Johnson for dump truck hauling, against K. F. Jacobsen & Co., Inc. One of these claims is in the sum of $236.70 and pertains to our contract No. 4382 for work on the Rock Creek-Damascus Section of the Clackamas-Boring Road in Clackamas County. The other claim is in the sum of $175.75 pertaining to contract No. 4465 for grading and paving the Oatfield County Road.

We provide this information as your Company appears as Surety on the Performance Bonds furnished with these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc K. F. Jacobsen & Co., Inc.
1208 N. River Street
Portland 12, Oregon

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

January 4, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

DearSir:

We have received from Lincoln Stuart Ferris, attorney, 729 SW Alder Street, Portland, and filed as of this date the following notices of claims:

A notice of claim by John M. Johnson for dump truck hauling of road material between Sept. 20, 1955 and Oct. 13, 1955, in the sum of $236.70 against the bond taken from K. F. Jacobsen & Co., principal and Great American Indemnity Co., surety, for the work of road surfacing or grading on the Rock Creek project, Clackamas County Oregon. Our file No. 3537.

Contract 4382

A notice of claim by John M. Johnson for dump truck hauling of road material between Sept. 20, 1955 and Oct. 13, 1955, in the sum of $175.75 against the bond taken from K. F. Jacobsen & Co. principal and Great American Indemnity Co., surety, for the work of road surfacing or grading on the Oatfield Road project, Clackamas County Oregon. Our file No. 3538.

Contract 4465

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Clerk, Records Division

GS:B

RECEIVED
JAN 10 1956
STATE ... COMMISSION

RECEIVED
DEC 20 1955
FOR FILING

S-141(2)
4465

December 13, 1955

Mr. C. S. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 8, 1955, on Contract No. 4465, Park Avenue-Gladstone Section in Clackamas County, in connection with Federal Aid Project No. S-140(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCWile

cc: John Cabbrall

Form E-1-Rev 6-56—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 8, 19 55

Section Park Ave. - Gladstone
Highway Oatfield Rd.
Contractor K.F. Jacobsen
Date of contract June 16, 19 55
Date work started June 14, 19 55
Project authorization $163,569.00
Exclusive of Engineering $151,937.78

Kind of work Grading - Paving
Section prefix 503-1056
Contract number 4465
Date of completion September 30, 19 55
Estimated date of completion November 30, 19 55
Per cent of time elapsed 174 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 142,000
Estimated per cent overrun or underrun . . . . . 6 %
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization . . . . . $ 11,631.00
Engineering cost to date $ 13,800, 119 %

Date project was completed December 8, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Monday the Clackamas County Court, Mr. Skelton and I drove over this project. There were few minor additions and improvements requested such as; pavement widening of a few street connections and some ditch cleaning.

On Tuesday the street widening was completed. On thursday the ditch cleaning was done and the project was considered complete on that date, December 8, 1955.

RECEIVED
DEC 13 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

NOTED
L. H. Young

Signed William J. Hogue Res. Engineer

Address P.O. Box 4699, Portland 2

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86306

NOTED
V. D. WOLFE

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.31	4.31			4.31
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	14,000 c.y.	22,500c.y.			11,000 ton
Total quantities corrected to date	13,330 c.y.	18,480 c.y.			11,436 ton
Estimated quantities moved or placed to date	13,330 c.y.	18,480 c.y.			11,436 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3 men				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain	-	
Monday	"	8	
Tuesday	"	8	
Wednesday	"	8	
Thursday	"	8	
Friday			
Saturday			

RECEIVED
FEB 15 1956
FOR FILING

FORM E-30X—80,000—10-54—79484
E-140(2)
4465

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1955

SUBJECT: Park Avenue-Gladstone Section
Oatfield Road
Contract No. 4465

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699 - Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

In accordance with Mr. Cooper's telephone conversation with you yesterday, I am returning the Order for State Force Work covering the reimbursement of the Oak Lodge Water District for revision of their water services where such conflicted with the construction of the subject-named project.

As you know, the Legal Department has ruled that this is not a reimbursable item and that the State cannot legally pay for this work. It is, therefore, suggested that you contact the county court and see if you can prevail upon them to pick up the tab for this work.

You might call to their attention the fact that this is properly a Right of Way matter and that it is their obligation to furnish us the right of way on projects of this type clear of encumbrances of whatever nature.

Please advise the County's reaction to the foregoing after you have made contact.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:dt

Encls.

cc - Mr. W. C. Williams

RECEIVED
OCT 12 1955
FOR FILING

S-140(2)

4-1.05

Salem, Oregon
October 11, 1955

Park Avenue-Gladstone Section
Oatfield Road, FAS-140(2)

Mr. W. C. Williams

I am attaching an Order for State Force Work covering reimbursement to the Oak Lodge Water District for the re-establishing of its facilities due to the widening of the Oatfield Road.

The water lines in question are on the county road right of way. This is a county federal-aid secondary project under which the federal government is putting up the bulk of the money. Federal reimbursement is governed by G.A.M. No. 300 which includes the following paragraph:

> "Where a utility occupies public rights-of-way and public lands pursuant to law, ordinance, franchise, easement, grant or otherwise, the State shall make a formal finding as to the extent that such utility company is obligated, or is relieved of the obligation, by law or otherwise to move or to change its facilities at its own expense. Where a utility company occupies public rights-of-way under a grant or otherwise from a municipality or other subdivision of a State which obligates the utility company, or pursuant to which the utility company may be required, to move or to change its facilities at its own expense, approval of the project will be contingent upon the municipality or other subdivision of the State exercising its right to require the removal or change of such facilities at the expense of the utility company. Where the law or the terms and conditions under which a utility occupies public rights-of-way do not specify who shall pay the costs of the change or removal, the State shall make a formal finding as to the extent the utility company is relieved or is required to move or to change its facilities at its own expense in accordance with the applicable precedent established by courts. If the State should determine in conformity herewith that a utility company is not under obligation, and may not be required to move or to change its facilities at its own expense, reimbursement may be made in an amount not exceeding the regular Federal pro rata share applicable in such State of the cost of such work actually paid by the State or its subdivisions, and where no part of such cost is paid by the State or its subdivisions there will be no Federal reimbursement."

NOTED
G. S. PAXSON

A utility in this memorandum is defined as meaning and including all privately or publicly owned telephone lines and systems, telegraph lines and systems, lines and systems for the distribution and transmission of electrical energy and oil, gas, water, steam, sewer, or other pipe lines.

I have asked Mr. Skelton to check as to the permit or franchise which this water district has, if any, but it is probable that the pipe line was put in without a permit.

The Federal Government may not consider this a reimbursable item, and, if the water district is reimbursed, either the County or the State will have to stand the cost.

O. S. Paxson

OSP:gm

Attach.

OPR8-1794

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Clackamas
Project No. S-140(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 23rd day of Sept., 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 4th day of May, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 4.310 miles of grading, drainage, and 2-lane high type pavement
(Character of work)

between a county road junction near the south city limits of Milwaukie and FA Route 41 in Gladstone,
(Control points)

consisting of 4.310 miles of roadway and No (Number) bridges.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of ninety-eight thousand, six hundred and 00/100 dollars ($ 98,600.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred fifty-nine thousand, one hundred nine and 50/100 dollars ($ 159,109.50).

Comm—DC—32551

PAYMENTS

ARTICLE IV.- As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By C. Hall Ringwalt
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

Attest _____
SECRETARY

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

RECEIVED
MAY 31 1955

Oregon State Highway Department

Federal Aid Secondary
Project No. S-140(2)

PARK AVENUE-GLADSTONE SECTION

OF THE CANYFIELD ROAD IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 8, 1955

Inside City Limits of Gladstone

Type Code 6201
Roadway (Sta. 0+00 to Sta. 29+57)(Contract No. 4465)

All Required	Clearing and Grubbing (15%)			$ 300.00
30 cu.yds.	Drainage Excavation, Unclassified	$	2.50	75.00
1,500 cu.yds.	General Excavation, Unclassified		0.55	825.00
0.56 mile	Finishing Roadbed and Slopes		300.00	280.00
260 lin.ft.	12-inch Corrugated Metal Pipe		3.00	780.00
2,100 cu.yds.	Crusher-run Material in Base		2.15	4,515.00
850 cu.yds.	3/4" - 0 Material in Base		2.50	2,125.00
70 M-gals.	Sprinkling		2.00	140.00
1,500 tons	Class "G" Asphaltic Concrete		5.70	8,550.00
6 tons	RS-1 Asphalt		38.00	228.00
30 only	Extra for Asphaltic Concrete Approaches		27.00	810.00
				$ 18,628.00
	Subtotal			1,862.80
	10% Engr. & Cont.			
	Total			$ 20,490.80

Length of Roadway 0.559 mile
Cost of Roadway per mile $36,656.17

Outside City Limits of Gladstone

Type Code 6201
Roadway (Sta. 29+57 to Sta. 226+70)(Contract No. 4465)

All Required	Clearing and Grubbing (85%)			$ 1,700.00
510 cu.yds.	Drainage Excavation, Unclassified	$	2.50	1,275.00
12,500 cu.yds.	General Excavation, Unclassified		0.55	6,875.00
3.75 miles	Finishing Roadbed and Slopes		500.00	1,875.00
1,520 lin.ft.	12-inch Corrugated Metal Pipe		3.00	4,560.00
860 lin.ft.	18-inch Corrugated Metal Pipe		3.00	2,580.00
90 lin.ft.	24-inch Corrugated Metal Pipe		4.20	210.00
320 lin.ft.	Extra for Pipe Under Pavement		2.00	640.00
4 only	Special Concrete Catch Basins		65.00	260.00
13,900 cu.yds.	Crusher-run Material in Base		2.15	29,885.00
5,650 cu.yds.	3/4" - 0 Material in Base		2.50	14,125.00
460 M-gals.	Sprinkling		2.00	920.00
9,900 tons	Class "G" Asphaltic Concrete		5.70	54,150.00
34 tons	RS-1 Asphalt		38.00	1,292.00

210 only	Extra for Asphaltic Concrete Approaches	$ 27.00	$ 5,670.00
	Subtotal		$126,017.00
	10% Engr. & Cont.		12,601.70
	Total		$138,618.70

Length of Roadway 3.751 miles
Cost of Roadway per mile $36,955.13

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Inside City Limits				
Roadway	$20,490.00	$12,698.00	$ 3,896.40	$ 3,896.40
Outside City Limits				
Roadway	$138,618.70	$85,902.00	$26,358.35	$26,358.35
	$159,109.50	$98,600.00	$30,254.75	$30,254.75

State Funds for Constr: Chaps. 175, Laws 1917, Chaps. 31, Laws 1920, Chaps. 529, Laws 1939.

Funds for Maint: Chaps. 529, Laws 1939

NOTE: Necessary funds have been deposited by Clackamas County with the Highway Dept.

State Printing

RECEIVED

Form E-1—1056

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 17, 19 55

Section Park Avenue-Gladstone

Highway Oatfield Road

Contractor K. F. Jacobsen

Date of contract June 16, 19 55

Date work started June 14, 19 55

Project authorization $ 163,569.00

Exclusive of Engineering $ 151,937.78

Kind of work Grading and Paving

Section prefix 503-1056

Contract number 4465

Date of completion September 30, 19 55

Estimated date of completion October 15, 19 55

Per cent of time elapsed 87.9 %

Estimated cost of completed project, exclusive of engineering $ 156,600

Per cent of contract completed, based on total contract price 78 %

Engineering authorization $ 11,631.60

Engineering cost to date $ 8,000.00, 69 %

Date project was completed ....., 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor paved Monday, Wednesday afternoon, and Thursday morning. He continued hauling and spreading base rock and laying driveway culverts all week.

The base rock spread is complete, and upon completion of the 3/4"-0 leveling course spread the last mile will be ready to pave. There remains about a week of paving on the main road.

NOTED
H. G. SMITH

NOTED
L. H. Young

RECEIVED
SEP 2 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed W. T. Wright Res. Engineer

Address P. O. Box 4699, Portland 2

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.31	4.31			4.31
Miles partially completed					
Miles completed					
Total estimated quantities	14,000	20,500			11,000 ton
Estimated quantities moved or placed to date	12,600	16,500			7,200 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	12				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men					14	2	16
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons					5		5
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....2....., Rollers ....2....., Mixers ....., Crushing or screening plants ....1.....

Compressors ....., Bulldozers ....1....., Sheep-foot rollers ....., Paver ....1....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Rain		
Wednesday	Showers		
Thursday	Rain		
Friday	Rain		
Saturday	Fair		

RECEIVED
JUL 7 - 1955
FOR FILING

S-140 (2)
4465

July 6, 1955

K. F. Jacobsen & Co.,Inc.
1208 N. River Street
Portland 12, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4465, which was awarded to you by the State Highway Commission on June 16, covering the Park Ave.-Gladstone Section of the Oatfield County Road in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 20, 1955

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

FAS 119, Clackamas County

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Mr. Polk:

Attached are three copies of an encroachment resolution covering that portion of Oregon Project No. S-140(2), Park Avenue-Gladstone, FAS 119, within the city limits of Gladstone.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Att.

RECEIVED
JUN 21 1955
FOR FILING

S-140(2)
4465

June 20, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 14, 1955, on Contract No. 4465, Park Avenue-Gladstone Section, in Clackamas County, in connection with Federal Aid Project No. S-140 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEPtie

Form A-150—10M—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. R. JONES

NOTED
J. W. CATTRALL

Clackamas County
Oregon City, Oregon

Attn: County Court

RECEIVED
JUN 20 1955
ENGINEER
COUNTY & CITY RELATIONS

Invoice No. 39728

Date June 17, 1955

Your Req. No.

Billing Request No. co-179

Credit distribution: 503-1056-897

Advance Deposit	NOTED Harold C. A	32,700.00
Partial transfer county's share of total cost. Park Avenue-Gladstone Section, Clackamas County FAS 119, covered by agreement dated May, 1955		26,000.00
	To be retained	$ 6,700.00

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

June 16, 1955

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of executed copies of options for right-of-way required in connection with the Park Avenue-Gladstone section of FAS 119. Contract No. 4465 was awarded to K. F. Jacobsen & Co., Inc., and a copy will be forwarded as soon as available.

We are returning one copy of each of the options for your records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

Salem, Oregon
June 16, 1955

Mr. R. L. Porter
Right-of-way Engineer

Attached is one copy each of four options executed in connection with the Park Avenue-Gladstone section of FAS 119 in Clackamas County. The option for Laura E. Schramm was revised by the county and checked by the Division Office and found to be satisfactory.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
Att.

cc: A. G. Skelton, Div. Eng.

COUNTY OF CLACKAMAS

WALLACE R. TELFORD, JUDGE
STAN SKOKO, COMMISSIONER
DARRELL JONES, COMMISSIONER

COUNTY COURT

OREGON CITY 3270
EVERGREEN 1-5826

COUNTY COURT HOUSE OREGON CITY, OREGON

June 15, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: John Cattrall

Dear Mr. Cattrall:

Enclosed please find Real Estate Options secured from Mason O. and Beatrice L. Lamb, William G. and Edith E. Spady, owners of purchase contracts from Robert W. and Doris E. Robertson, Laura E. Schram and Lawrence L. Schram covering all of the additional right of way that will be required in the improvement of the Oatfield Road Secondary Highway.

Also please find enclosed the resolution of the City of Gladstone complying with the request of the State of Oregon Highway Commission. If there is any question on any of these papers, please do not hesitate to call on my office.

Very truly yours,

STAN SKOKO
Commissioner

SS/ls

Encs.
cc; A. G. Skelton

B

RECEIVED
JUN 27 1955
FOR FILING

S-140 (2)
4465

June 16, 1955

NOTED
J. Mc C.

K. F. Jacobsen & Co., Inc.
1208 N. River Street
Portland, Oregon

Gentlemen:

The State Highway Commission on May 25, 1955 accepted your proposal for grading and paving Park Avenue-Gladstone Section of the Oatfield County Road in Clackamas County for the sum of $144,645 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4465.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Assistant Secretary
OREGON STATE HIGHWAY COMm.

mm

cc: R. G. Savage, SIAC
H. G. Smith
S. H. Probert

Pac. Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

FORM E-187X 3M 8-52

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$ S E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 16, 1955
8:57 a. m.

K. F. Jacobsen & Co., Inc.
1208 N. River Street
Portland, Oregon

Contract for grading and paving Park Avenue-Gladstone Section of Oatfield County Road, Clackamas County, for which you submitted low bid on May 25, 1955 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMMI

Accounting (5003-900)
Files
C. W. Head

A. G. SKELTON
Division Engineer

NOTED
J. F. HAGEMANN

AGS:w
Encl.
cc: H. G. Smith, Attention Forrest Cooper
John W. Cattrall

RECEIVED
JUN 1 1955
ENG.

FORM S-187X 3M 8-52

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P.O. BOX 4699, PORTLAND 2, OREGON

NOTED
Harold C. A...

June 13, 1955

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
J. W. CATTRALL

Clackamas County Court
Oregon City, Oregon

J. F. H...

Gentlemen:

I am enclosing herewith copies of option form for a revised acquisition of right of way to be secured from the Laura E. Schramm Estate. This revision was requested by County Commissioner Skoko in order to expedite acquisition of this right of way.

We have checked the county description, and find that it covers the right of way actually required for the construction through this section, and this revised right of way description will be satisfactory to ourselves. It is my understanding that the awarding of the contract for this project is being held up at the present time until the Salem office receives advice from you that all right of way needed has been acquired.

Yours very truly,

A. G. SKELTON
Division Engineer

NOTED
J. F. HAGEMANN

AGS:w
Encl.
cc: H. G. Smith, Attention Forrest Cooper
John W. Cattrall

RECEIVED
JUN 14 1955
ENG...
CO... ...NERS

NOTED
J. W. CATTRALL

June 14, 1955

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of $32,700 as an advance deposit in connection with the Park Avenue-Gladstone Section of FAS 119. As soon as we receive certification from you that all right-of-way has been obtained and signed copies of the Gladstone encroachment resolution, a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED

FOR FILING

S-140 (2)
4465

COUNTY OF CLACKAMAS
COUNTY COURT

WALLACE R. TELFORD, Judge
STAN SKOKO, Commissioner
DARRELL JONES, Commissioner

COUNTY COURT HOUSE, OREGON CITY, OREGON

OREGON CITY 3270
EVERGREEN 1-5826

June 8, 1955

NOTED
J. W. CATTRALL

PLEASE RETURN TO
W. C. WILLIAMS

W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Herewith is County Warrant No. V32844 in the amount of $32,700.00, which is Clackamas County's contribution to the Park Avenue-Gladstone grading and paving project No. S-140 (2).

A letter will follow in a day or two advising you that options have been secured for the necessary right-of-way.

We wish to thank your office for preparing this project for the May letting.

Clackamas Co. warrant no. V32844 for $32,700.00 to Acctg Div. advance fund 6-10-55 7 Quinn

Sincerely,

CLACKAMAS COUNTY COURT

Wallace R. Telford
County Judge

Commissioner

Commissioner

WRT/ls
Enc.

RECEIVED
JUN 10 1955
ENGINEER

RECEIVED
JUN 7 1955
FOR FILING

S-140 (2)
4465

June 6, 1955

County Court of Clackamas County
Court House
Oregon City, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Clackamas County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Clackamas County covering the Park Avenue-Gladstone Section of the Oatfield Road in Clackamas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUN 9 1955
FOR FILING

S-140 (2)
4465

File

Maintenance 229
Finance 87

Salem, Oregon
June 6, 1955

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Clackamas County covering the Park Avenue-Gladstone Section of the Oatfield Road.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed of each has been sent to the County Court of Clackamas County.

Secretary

rm
Attach

FORM E-30 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1955

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

W. C. WILLIAMS

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies each of finance agreements for the following projects:

County	FAS	Section
Clackamas	119	Park Avenue-Gladstone Section of Oatfield Road
Deschutes	655	Camp Polk Road
	656	Plainview Road
	658	N. W. Market and Helmholtz Roads
	664	Old Lower Bridge Road
	657	Atkinson and Euston Roads
Jackson	593	Wagner Creek Culvert and Bear Creek Bridge
Marion	591	Abiqua Creek Bridge
	590	Turner-Aumsville Section, Pen Annex Section, and two bridges over Mill Creek
Polk County	560	Luckiamute River Section of Burns Corner-Suver Road

Two copies of each of the above agreements have been executed by the counties and are now ready for presentation to the Highway Commission. These copies require your signature of approval.

Also attached are six copies each of a maintenance agreement covering each of the above projects. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

These projects were approved by the Highway Commission on October 28, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-28-54 Minute Page 31
H B Seaney
Secretary

JDG:mm
Att.

May 27, 1955

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGELMANN

Gentlemen:

On May 25th the Highway Commission received a satisfactory bid from K. F. Jacobsen & Company, Inc., of Portland for construction of the Park Avenue-Gladstone section of FAS 119. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$144,645.00
Anticipated Additional Items	750.00
Remove & Reset Mail Boxes	18,174.38
12-1/2% Engineering & Contingencies	
ESTIMATED TOTAL COST	$163,569.38

ADVANCE DEPOSIT OF 20% = $ 32,700.00

Please make this deposit by means of a check or warrant in the amount of $32,700 payable to the Oregon State Highway Commission, forwarding same to this office.

Upon receipt of the deposit, five signed copies of the encroachment resolution adopted by the City of Gladstone, and a letter certifying that all required right-of-way has been obtained, a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

May 12, 1955

Honorable Wallace R. Telford
Clackamas County Judge
Court House
Oregon City, Oregon

NOTED
Harold C. Ayers

Dear Sir:

As per your request I am forwarding under separate cover five additional copies of the encroachment resolution, four additional copies of the maintenance agreement, one additional copy of the finance agreement, and another copy of the plans and specifications in connection with the Park Avenue-Gladstone Section of FAS 119.

Also enclosed with the above are three blank copies of the encroachment resolution form used for the resolution to be adopted by the City of Gladstone. As all completed copies of this resolution were left in your hands, we are unable to complete these forms. Perhaps your secretary would fill the blank forms out from the completed resolution.

Very truly yours,

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

NOTED
J. F. HAGEMANN

RECEIVED
MAY 9 1955
FOR FILING

S-140(-)
4465

May 6, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The addition of Item No. 333, Project S-140(2) to the Oregon Federal-aid Secondary Highway Program was approved by Acting Deputy Commissioner G. M. Williams effective May 4, 1955.

The item will appear on the program as follows:

Item No.	333
County	Clackamas
Project No.	S-140(2)
FAS Route No.	119
State Route No.	County Road
Termini:	0.38 mile south of Kellogg Creek to junction with Cascade Highway, FA 41, in Gladstone
Construction Cost:	
Total	$170,000.00
Federal Funds	$102,000.00
State Funds	$ 34,000.00
County Funds	$ 34,000.00
Length	4.26 miles
Character of Work Proposed:	Grade and drain, 2-lane high type pavement.

Approval is conditional upon County's showing that obtaining additional right of way would be both "economically and physically impracticable" to provide 8' shoulders.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAY 9 1955
OREGON
STATE HIGHWAY COMMISSION

3

Original to
Mr. Prescott

County Judge

DJ/ls

NOTED
W. R. JONES

COUNTY OF CLACKAMAS

COUNTY COURT

WALLACE R. TELFORD, Judge
STAN SKOKO, Commissioner
DARRELL JONES, Commissioner

OREGON CITY 3270
EVERGREEN 1-5826

COUNTY COURT HOUSE OREGON CITY, OREGON

April 28, 1955

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: John F. Hageman

Dear Mr. Hageman:

During our recent telephone conversation pertaining to the proposed development of Oatfield Road in our County, you stated that it was customary under the FAS Project requirements to have a much wider shoulder than we have proposed in this plan. As you know, the property adjacent to Oatfield Road is highly developed property and is so situated that it would be physically and economically impossible for us to provide a wider shoulder than we have planned. New developments of residential property in the Oatfield Road area are increasing the traffic load on this thoroughfare month by month. It is becoming more and more important to the County to improve the road and to widen the traveled portion of the road as much as is possible.

In view of this fact, this Court is most anxious for your department to proceed with the project as soon as possible and we are anxious to cooperate with your department in every way.

If it is at all possible for this project to be accepted with the present amount of right of way, we urge you to proceed with the work as soon as you can in order that the road may be completed during this coming summer.

Very truly yours,

CLACKAMAS COUNTY COURT

Darrell Jones
Commissioner

Stan Skoko
Commissioner

County Judge

3 copies handed to Polk
4-29-55 JWC

RECEIVED
APR 29 1955
ENGINEER

DJ/ls

NOTED
V. R. JONES

April 28, 1955

NOTED
J. W. CATTRALL

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are four copies each of four option forms covering right of way required in connection with the FAS project on the Oatfield County Road, FAS 119. Three prints of a map showing the area involved are being forwarded under separate cover.

Please note that the descriptions are based on deed bearings and not highway bearings. If you have any questions on the described right of way it is suggested you contact Mr. Frank Young at our division office.

In order to clear this project for contracting at the May letting, this right of way should be obtained by May 25th. Please advise this office when signed options or deeds have been obtained.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

FORM E30—50M—10-54—79495

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1955

SUBJECT: Milwaukie-Gladstone Section
Oatfield County Road
Clackamas County

To: Mr. John W. Cattrall
County & City Relations Engineer
O F F I C E

Dear Mr. Cattrall:

Attached you will find four option forms in quadruplicate, covering right of way to be acquired in connection with the Milwaukie-Gladstone Section of the Oatfield County Road in Clackamas County, together with copies of Statements of Information. This contract is scheduled for letting in June, 1955.

Also attached are three prints of Map No. 7B-32--6, covering this area and bearing our date of April 27, 1955.

File 23270	Laura E. Schramm	0.10 acre
23271	Laurence L. Schramm	0.12 acre
23272	Mason O. and Beatrice L. Lamb	2000 square feet
23273	Robert W. Robertson	4100 square feet

Yours very truly,

Gerald T. Harrington

Gerald T. Harrington
Assistant Office Mgr.
Right of Way

ML:wo

cc: R. L. Porter

RECEIVED
27-55
ENGINEER

RECEIVED
APR 27 1955
FOR FILING

S-140 (2)
44465

S-140(2)

April 26, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As part of the Federal-aid Secondary Program, it is our desire to contract the construction of a portion of FAS Route 119 from Park Avenue, which is 0.38 mile south of the Kellogg Creek Bridge, to the junction with the Cascade Highway FA 41 in Gladstone.

The program data for this project is as follows:

Item No.	333
County	Clackamas
Project No.	S-140 (2)
FAS Route No.	119
State Route No.	County Road
Termini	0.38 mile south of Kellogg Creek to junction with Cascade Highway, FA-41, in Gladstone.

Construction Cost:

Total	$170,000.00
Federal Funds	102,000.00
State Funds	34,000.00
County Funds	34,000.00

Project Totals:

Total Cost	$170,000.00
Federal Funds	102,000.00
Length	4.26 miles
Character of Proposed Work	Grade and Drain 2-lane high type pavement.

Traffic figures for the project are as follows:

1954 Data

ADT	1,500
Per cent Commercial	10%

1974 Data

ADT	3,000
Per cent Commercial	10%
30th Peak Hour	450

The proposed improvement is to widen and drain the existing roadbed and construct an asphaltic concrete pavement 20 feet in width with 4-foot shoulders. This roadway width is the maximum which can be obtained without major and expensive revisions in abutting properties.

The existing road is bituminous surfaced, varying in width from 16 to 18 feet. The existing grade and alignment are satisfactory.

FAS Route 119 serves a highly developed suburban residential area and likewise serves several small business enterprises such as nurseries, etc.

A small scale map showing the location of the proposed project is enclosed. No railroad crossings are involved.

This project has been selected by the Highway Commission and the officials of Clackamas County in cooperation with each other as required by the provisions of the Federal-aid Act.

It is desired to advertise this project May 10 for the letting scheduled May 25 and 26, 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:ia

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Memo to J. W. Nash

4/22/55

Milwaukie-Gladstone Section
FAS Route 119

This project extends from ~~Clark~~ Park Avenue 0.38 mile south of the south end of the Kellogg Creek Bridge south of Milwaukie, southeasterly to a junction with the Cascade State Highway in Gladstone. The existing road is variable in width, having a bituminous wearing surface 16 to 18 feet in width. The grade and alignment of this road are satisfactory.

The proposed project is to widen, place additional base on the widened portions, and construct an asphaltic concrete wearing surface 20 feet in width with 3-foot shoulders. This is the maximum width which can be obtained without incurring extensive property damage to the abutting property.

This road serves a heavily developed suburban residential area which also includes several small business enterprises such as dog kennels and nurseries.

Clackamas County
4.26 Miles

Funds:		
	Federal	$102,000
	State	34,000
	County	34,000
	Total	$170,000

JFH:mm

FRANK HELL

NOTED
Harold C. Ayers

Salem, Oregon
April 22, 1955

Mr. H. G. Smith
Construction Engineer

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Reference is made to the Milwaukie-Gladstone Section of county FAS 119 in Clackamas County. This project was originally scheduled for letting after June, 1955, because of the county's inability to furnish its match money until July 1, 1955. In a conference with the County Court on April 21st the county advised they had available some unforeseen timber revenues and would like to have the project shceduled for the May letting if possible.

As a special program approval is required from the B.P.R. to clear this project for the May letting it was decided to eliminate the northerly 0.38 mile from the project as submitted from the field. This 0.38 mile section leads into the Kellogg Creek gully and has a 10% grade and an 80° curve which cannot be corrected due to roaduide development. By eliminating this section all possible controversy with the B.P.R. over project approval is eliminated. The county has concurred in this shortening of the length.

The project as presently proposed will extend from Park Avenue 0.38 mile south of the south end of the Kellogg Creek Bridge, southerly to the Cascade Highway in Gladstone, a distance of 4.26 miles. The width of shoulders and pavement have been reduced from 4' to 3' and 22' to 20' from that originally proposed in order to avoid excessive property damage.

Additional FAS funds are available for this project as required. These funds will be taken from the state-wide unprogrammed balance of 1956 FAS funds and will represent an advance to Clackamas County of its fiscal year 1957 allotment.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
cc: V. G. O'Neil
Frank Hall

NOTED
J. W. CATTRALL

Salem, Oregon
March 22, 1955

Mr. V. G. O'Neil

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Reference is made to the Milwaukie-Gladstone section of FAS 119 in Clackamas County. The County Court has requested that this project be held for contracting on or near the 1st of July so that the county can make its advance deposit from its next fiscal year's budget.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

FORM E-20 25M 8-51 OSHD

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Feb. 1, 1955

NOTED

SUBJECT: Base Design Charts

To: Mr. A. G. Shelton
Division Engineer
Division 1
Portland, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Reference is made to the Milwaukee - Gladstone Section, of the F. A. S. 119.

Enclosed you will find 1 base design charts prepared from laboratory tests, numbers 356083.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

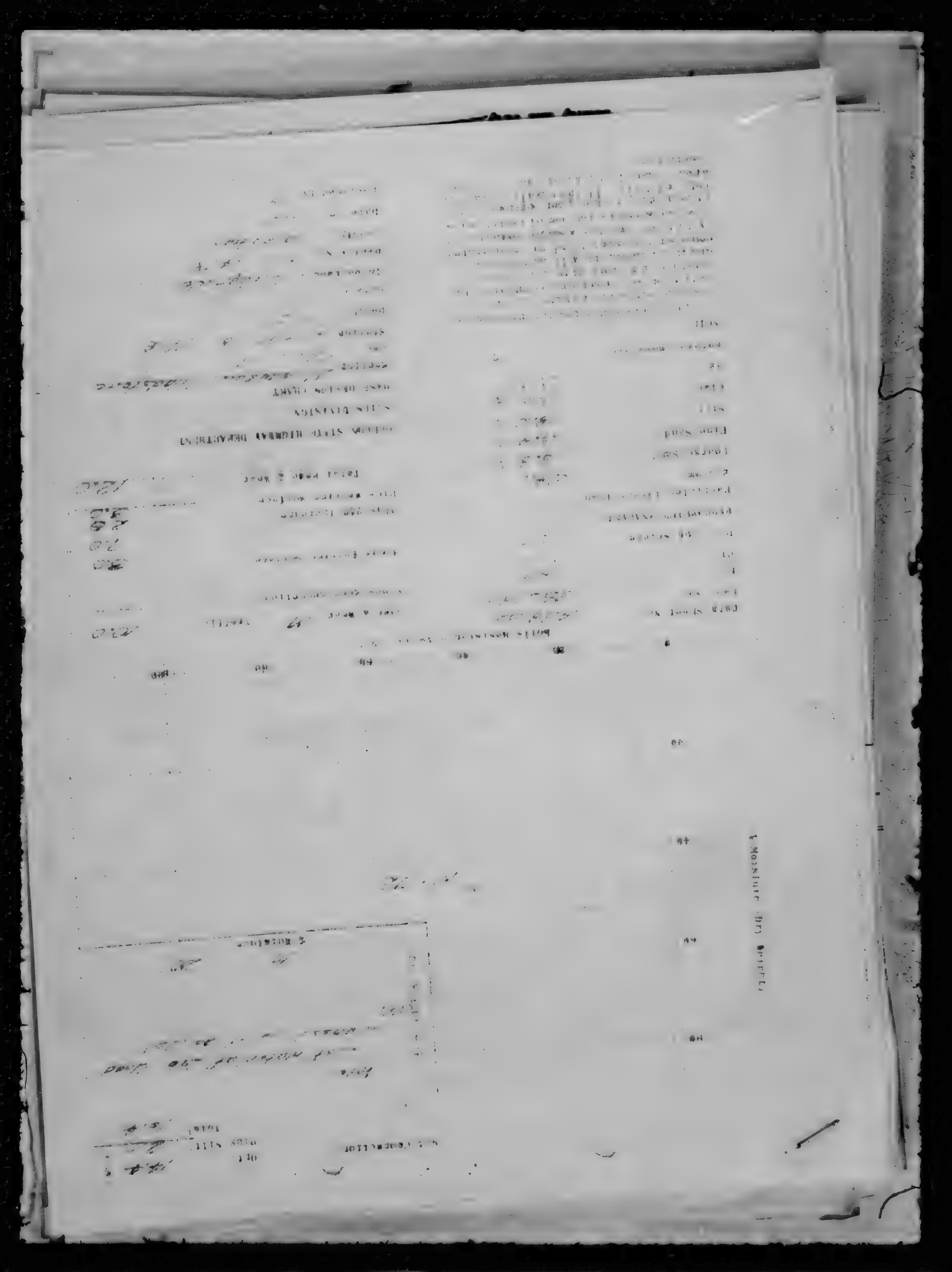
H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RECEIVED
FEB 2 1955

NOTED
J. F. HAGEM

RW:of
Encls.
cc H. G. Smith
H. G. Breadwell
County and City
J. A. Larsen



FORM E-20 2SM 9-51 60618

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
Dec. 27, 1954

SUBJECT: Base Design Charts

To: Mr. A. G. Shelbar
Division Engineer
Division I
Portland, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Reference is made to the Milwaukee - Gladstone Section, of the F. A. S. 119.

Enclosed you will find 2 add. base design charts prepared from laboratory tests, numbers 353399, and 353401.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RECEIVED
DEC 28 1954
ENGINEER
COUNTY & CITY RELATIONS

RW:of
Encls.
cc H. O. Smith
H. C. Broadwell
J. A. Lorsen
County and City

AIR PRESENTMENT TECHNICAL PAPER NO 10000

19.2 ¢

Opt. 18.2 %
5.0 %

FAS 119

FORM E-30 3SM 9-51 38819

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1954

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
Division I
Portland, Oregon

NOTED
Harold C. Ayers

Dear Sir:

Reference is made to the Milwaukie-Gladstone Section, of the F.A.S. 119, Clackamas County.

Enclosed you will find 1 base design charts prepared from laboratory tests, numbers 352058

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

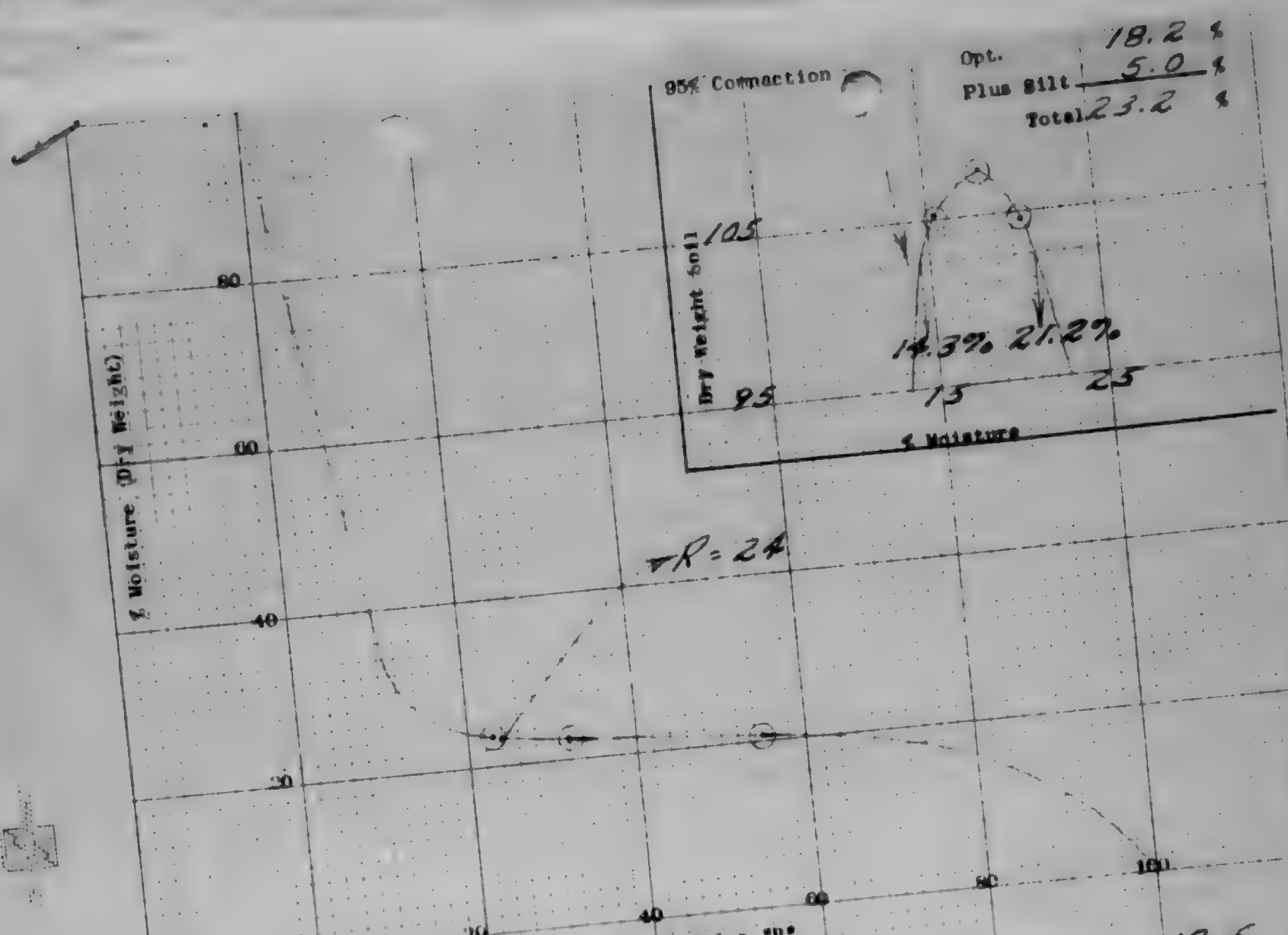
H. G. Smith
Construction Engineer

By Ray Webber

Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
Woodcock
J. A. Larson
County & City

Form A-202—400 Sets—8-53



Data Sheet No	A37421
Lab. No.	352858
L.L.	26
PI	4
Pass 200 Screen	70.7%
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	1.9%
Coarse Sand	18.5%
Fine Sand	26.2%
Silt	39.2%
Clay	18.2%
Sp	2.75
Natural Moisture	%

NOTE

This curve indicates the recommended base and surfacing requirements for this material soil after consideration of the moisture and grain size conditions. For ~~whatever purposes it will be necessary to~~ consider the quantity of cut represented by this soil and the possible reduction of ~~base thickness~~ by the use of better soils available in the upper portions of the cut and fills. If frost soils prevail in the area base depth should be 1/2 frost penetration

Base & Wear	M
Traffic	12.5 "
Minus Rock Reduction	- "
	"
Minus Wearing Surface	3.0 "
	9.5 "
Plus 25% Increase	2.5
Plus Wearing Surface	3.0
Total Base & Wear	15.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Milwaukie - Gladstone
Hwy F.A.S. 119
Station
Depth -
Hole #
To be used Subgrade
Prefix No. 503-1478
County Clackamas
Date 12-17-58
Designed by N.

8729

Form A-202—400 Sets—8-58

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
DIETZGEN PAPER CO NO 73190 11 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

131

Lile Clark C.
1515 Jaeger

10-11-54

CLACKAMAS COUNTY
PROPOSED PROJECTS

FAS 131 Bakers Bridge over Clackamas River, $70,000. This bridge is located at Carver approximately 6 miles northeast of Oregon City.

The proposed project is to replace the existing 266' of pile trestle approach spans with R.C.D.G. approach spans having a 24' roadway with sidewalks on each side. The existing 180' steel through truss will remain in place. This span has a 24' roadway with sidewalks on each side. The P.T. approach spans are badly deteriorated. This bridge was originally constructed as a Market Road project and the Bridge Division has plans and field data on file under Bridge No. 1446.

FAS 119 - Milwaukie-Gladstone Section, 4.5 Miles, $129,000. This section extends from the south end of the Kellogg Bridge at Milwaukie, southeasterly to the Cascade State Highway at Gladstone.

The proposed project is to widen and resurface the existing 16' to 18' bituminous pavement with asphaltic concrete 22' in width with 3' shoulders. Because of the roadside build-up along this road, the county has requested that every effort be made to stay within the existing 60' right of way and to avoid damaging landscaped property. Two extreme curves immediately south of the Kellogg Bridge will have to remain as any realignment at this point would result in excessive right of way costs. Perhaps the pavement could be widened to 24' or 26' on this short section. It is suggested that 2:1 rather than 3:1 ditch slopes be used.

Oregon City, Oregon
October 14th, 1954
Chairman
ATTEST: Clerk
COUNTY COURT
R. S. Telford
COUNTY COMMISSIONER
COUNTY COMMISSIONER

10/11/54

Form A-202—400 Sets—8-53

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

October 13, 1954

Clackamas County Court
Court House
Oregon City, Oregon

Gentlemen:

Enclosed are two copies of a general highway map upon which your requested addftion to the County FAS System of the short section connecting the Carver-Springwater County Road and the Clackamas State Highway is shown in color. Please indicate approval by signing in the space provided and returning one signed copy of the map to this office.

Also enclosed are two copies of a tabulation detailing the projects requested for construction with fiscal year 1956 funds of which $199,000 is available to Clackamas County. The $70,000 shown for the Bakers (Carver) Bridge is the Bridge Division's estimate at this time; however, the actual cost will govern. In the event the project on FAS 119 should cost in excess of $129,000 fiscal year 1957 funds could be used or the project shortened to fit the money. If satisfactory, please sign and return one copy of the tabulation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

RESIDENT ENGINEER'S COPY

Form A-202—400 Sets—8-53

State Printing Dept. 68729

DIVISION INVOICE

OREGON STATE HIGHWAY DEPARTMENT

MATERIALS DIVISION

No. 6361

(Always refer to this number)

Salem, Oregon, July 6, 19 54

V. R. Jones
County & City Relations Office
Salem, Oregon

Please make cost distribution for the following, sign, and mail white copy to the Materials Division office through your DIVISION OFFICE, pink copy to the Division Engineer for his files and retain the yellow copy for your files.

Date	Lab. No.	Data Sheet No.	JOB NAME	Sample	COST DISTRIBUTION Prefix	COST DISTRIBUTION Function No.	Amount
June 8	336904-07	A34469	Forest Boundary-Halfway Clack. Co.-Oatfield Rd. FAS 119.	Soil	37-1411	900	56 00
June 28	338929-33	None		"			70 00
						TOTAL	126 00

		Amount
Credit	7517-594	126 00
Credit	7517-	
Credit		

Signed: Roy Webber
Engineer in Charge

Approved: Edwin A Bess
Division Engineer

NOTED
V. R. JONES

RESIDENT ENGINEER'S COPY

Form A-202—400 Sets—8-53

State Printing Dept. 68729

FORM E-30 25M 8-51 83315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 30, 1954
Salem, Oregon

PRELIMINARY FOR ESTIMATE

SUBJECT: Base Design Charts

To: Mr. A. G. Skelton
Division Engineer
Division I
Portland, Oregon

RECEIVED
JUL 1 1954
ENGINEER
COMMUNICATIONS

Dear Sir:

Reference is made to the Oatfield Road
of the F. A. S. 119 Kellogg Bridge - Gladstone Section.

Enclosed you will find 5 base design charts prepared from laboratory tests, numbers 338929, 338930, 338931, 338932, and 338933.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

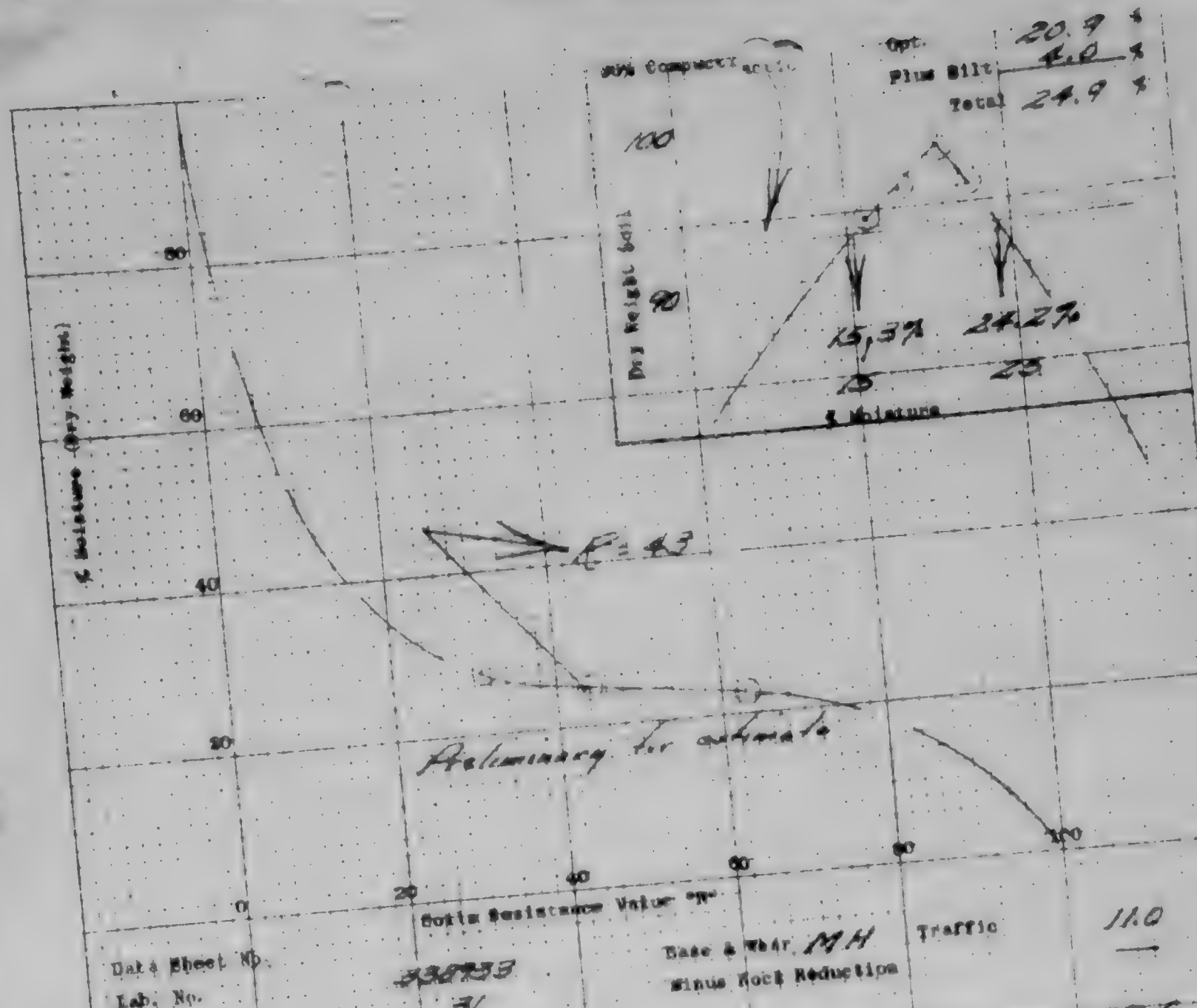
H. G. Smith
Construction Engineer

By Ray Webber

Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
V. R. Jones
James A. Larson

NOTED
J. F. HAGEMANN



Data Sheet No. 330733
Lab. No. 31
LL 6
PI
Pass 200 Screen 53.2 %

HYDROMETER ANALYSIS

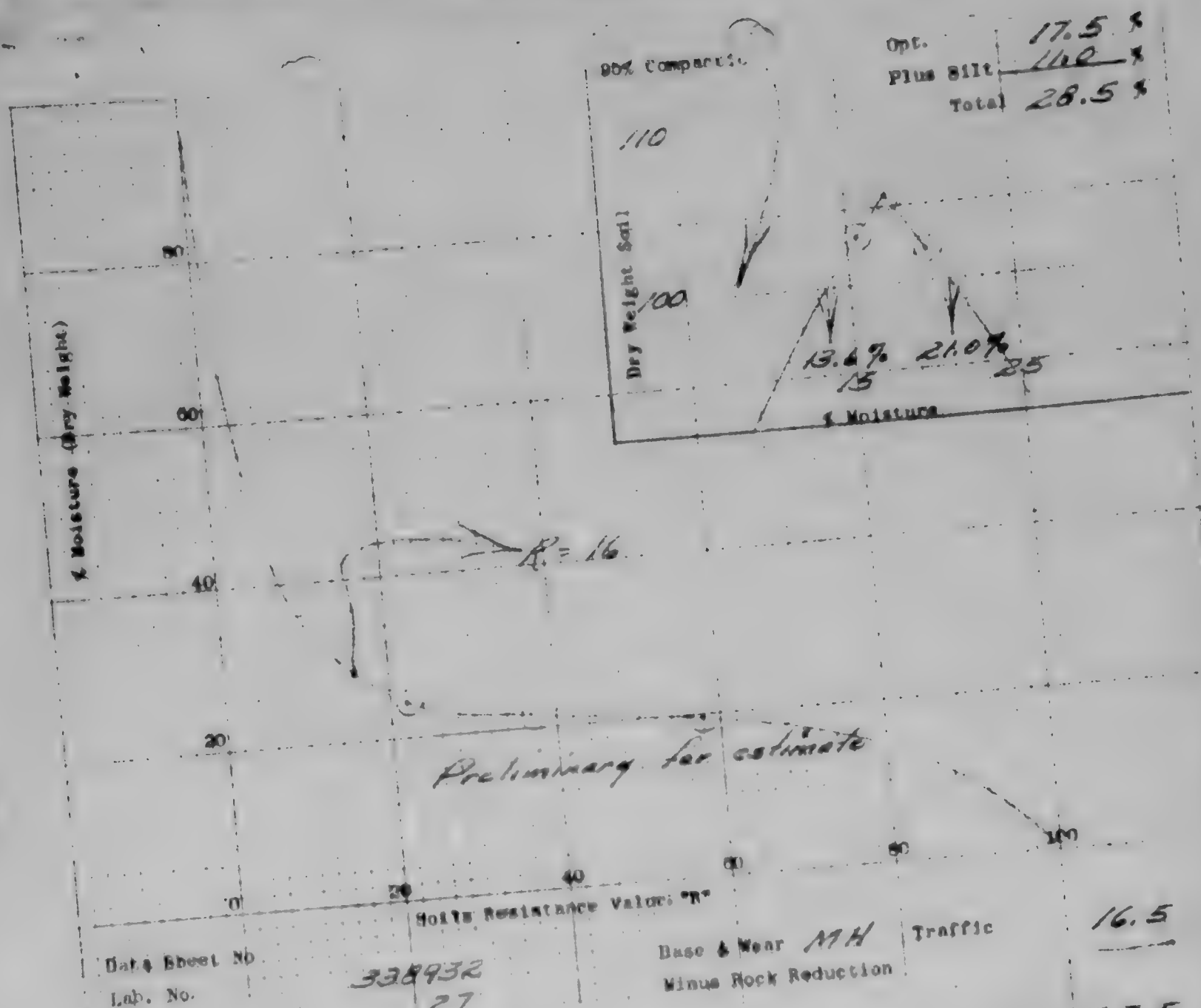
Particles larger than 4.0 mm	34.6 %
Coarse Sand	3.8 %
Fine Sand	9.9 %
Silt	32.7 %
Clay	18.0 %
Sg	2.65
Natural Moisture	%

NOTE.
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear MH
Minus Rock Reduction

Traffic	11.0
Minus Wearing Surface	3.5 "
	7.5 "
Plus 25% Increase	2.0 "
Plus Wearing Surface	3.5 "
Total Base & Wear	13.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
DASH DIAGRAM CHART
Section Oatfield Road (Kellogg Bridge - Gladstone)
Hwy F.A.S. 114
Station M.P. 406
Depth
Hole #
To be used
Prefix No.
County - Clackamas
Date - 6-30-54
Designed by S



Opt. 17.5 %
Plus Silt 11.0 %
Total 28.5 %

Data Sheet No	338932
Lab. No.	27
LL	5
PI	85.2 %
Pass 200 Screen	
HYDROMETER ANALYSIS	
Particles larger than	
4 0 mm	.7 %
Coarse Sand	2.6 %
Fine Sand	18.3 %
Silt	52.6 %
Clay	25.8 %
Sg	2.67
Natural Moisture	%

NOTE

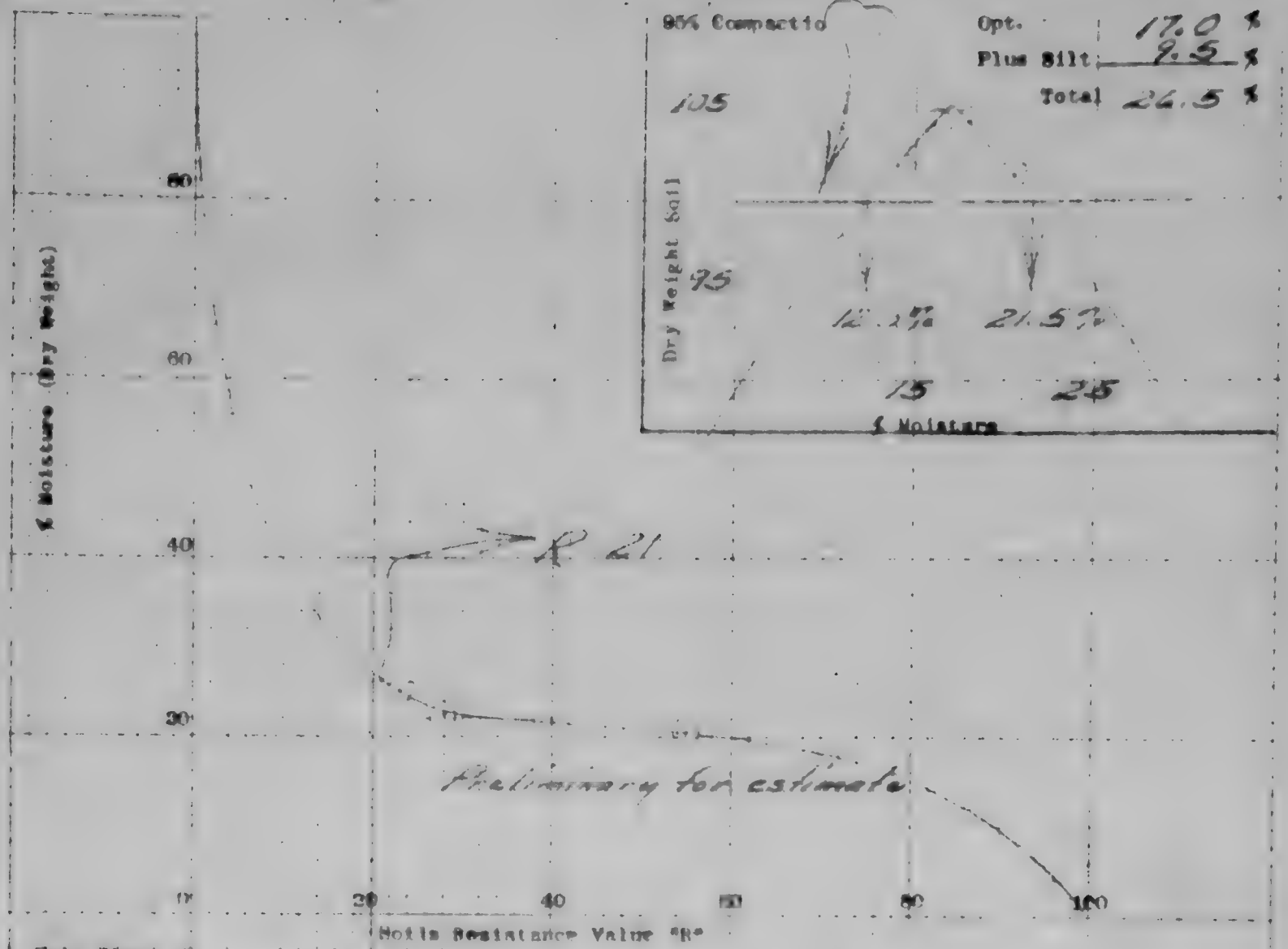
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of our represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear MH Traffic 16.5

Minus Rock Reduction	"
	3.5 "
Minus Wearing Surface	13.0 "
	3.6 "
Plus 25% Increase	3.5 "
Plus Wearing Surface	20.0 "
Total Base & Wear	

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Oatfield Road (Kellogg Bridge & Gladstone
Hwy F.A.S. 119
Station M.P. 2.99
Depth
Hole #
To be used
Prefix No.
County Clackamas
Date 6-30-54
Designed by B



Data Sheet No

Lab. No.	338931	Base & Wear MH	Traffic 15.5 "
LL	29	Minus Rock Reduction	— — "
PI	7		"
Pass 200 Screen	87.1 %	Minus Wearing Surface	3.5 "
HYDROMETER ANALYSIS			12.0 "
Particles larger than		Plus 25% Increase	3.0 "
2.0 mm	4.1 %	Plus Wearing Surface	3.5 "
Coarse Sand	4.0 %	Total Base & Wear	18.5 "
Fine Sand	12.3 %		
Silt	55.6 %	OREGON STATE HIGHWAY DEPARTMENT	
Clay	24.0 %	SOILS DIVISION	
Sg	2.67	BASE DESIGN CHART	
Natural Moisture	%	Section Oatfield Road (Kellogg Bridge - Gladstone)	
		Hwy U.S. 99E	
		Station M.P. 1.86	
		Depth	
		Hole #	
		To be used	
		Prefix No.	
		County Clackamas	
		Date 6-30-54	
		Designed by J	

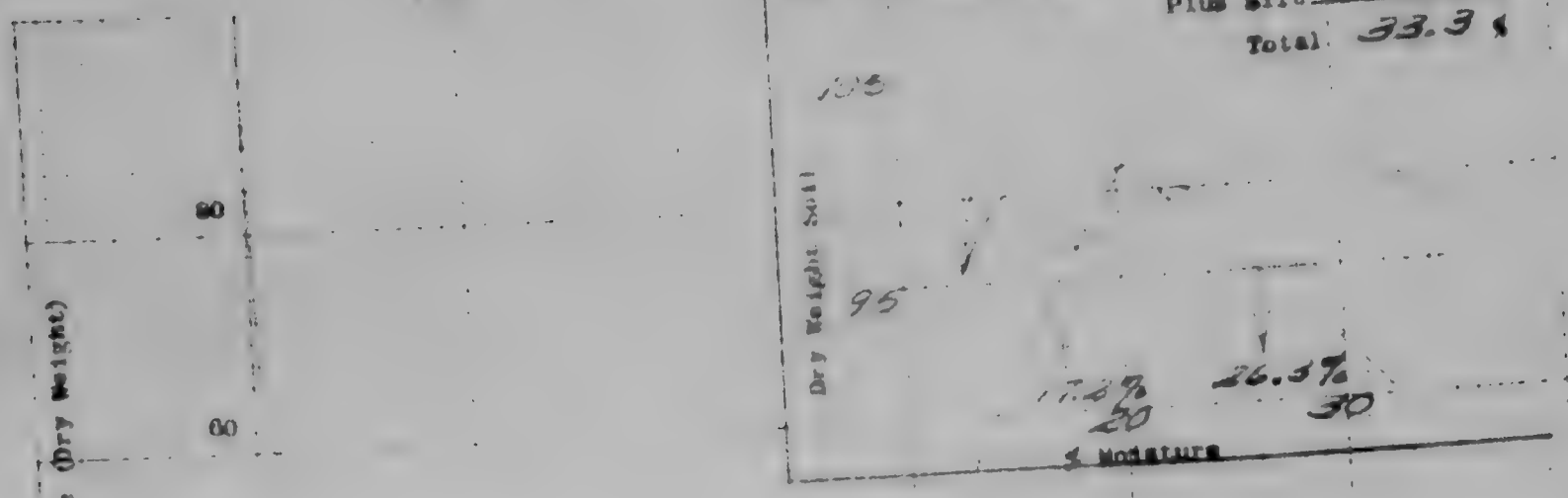
NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

CLEARPRINT PAPER CO NO 7360 10 DIVISIONS PER INCH BOTH WAYS 20 x 30 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H

95% Compaction

Opt. 20.3 %
Plus Silt 13.0 %
Total 33.3 %



Data Sheet No.	
Lab. No.	338929
LL	34
PI	10
Pass 200 Screen	81.8 %
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	1.4 %
Coarse Sand	10.6 %
Fine Sand	55.8 %
Silt	22.0 %
Clay	2.70
Sp.	
Natural Moisture	%

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

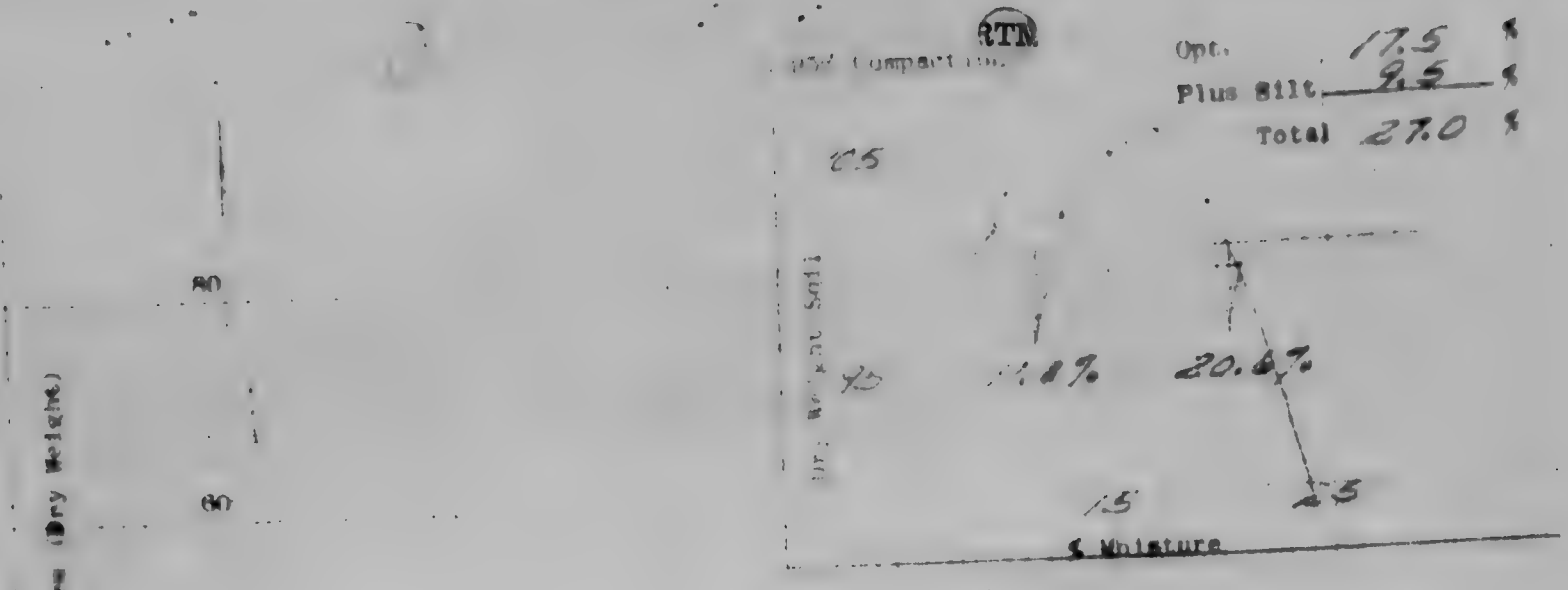
Base & Wear MH	Traffic 400K5
Minus Rock Reduction	
Minus Wearing Surface	3.5
	13.0
Plus 25% Increase	3.5
Plus Wearing Surface	3.5
Total Base & Wear	20.0

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Gladstone - Gladstone

Section	Oatfield Road
Hwy	F.A.S. 119
Station	M.P. 0.40
Depth -	
Hole #	
To be used -	
Prefix No.	
County	Clackamas
Date -	6-30-54
Designed by	S

CLEARPRINT PAPER CO. NO. 7190 10 DIVISIONS PER INCH WITH WATER



Data Sheet No

Lab. No. 338930

LL 27

PI 6

Pass 200 Screen 25.5 %

HYDROMETER ANALYSIS

Particles larger than

2.0 mm 7.6 %

Coarse Sand 5.4 %

Fine Sand 16.8 %

Silt 50.8 %

Clay 19.4 %

Sg 2.69

Natural Moisture %

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after considering the moisture and grain size factors. Design engineer should consider the construction equipment to be used by this contractor, the time of year construction will be done, availability of granular material for cut and fill. If frost heave problems exist in area base depth should be 2 feet or more.

Base & Wear MH Traffic 16.5

Minus Rock Reduction "

Minus Wearing Surface 3.6 "

13.0 "

Plus 25% Increase 3.5 "

Plus Wearing Surface 2.5 "

Total Base & Wear 20.0 "

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Oatfield Road {Kellogg Bridge - Gladstone

Hwy F.A.S. 119

Station M.P. 0.78

Dept. -

Hole #

To be used

Prefix No.

County Clackamas

Date 2-23-54

Designed by J

E-60—15M—3-54

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

RECEIVED
1954
ENGINEER
RELATIONS

Project
Highway Clackmas Co. Oatfield Road, FAS 119
Contractor
Submitted by V. R. Jones

Contract No.

Prefix No.
County
F. A. Project No.
Date reported June 28, 1954

REPORT ON SAMPLE OF SOIL

Source of material N.F. 0.40
Sampled at
To be used
Sampled by Jones
Laboratory No. 138929
Data Sheet No. None

Date received June 22, 1954
Quantity represented
Type of Material Soil
Sample No. 1

TEST RESULTS

SOIL ANALYSIS:

LL	34	%
PI	10	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier)
Sand Equivalent 2.70 %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
4	.1
10	.1
40	0.6
60	0.8
200	16.6
#200	81.8

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
97.6	18.0
101.1	20.3
99.5	22.4

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	.2 %
Coarse sand, 2.0 to 0.25 mm.	1.4 %	1.4 %
Fine sand, 0.25 to 0.05 mm.	20.6 %	20.6 %
Silt, 0.05 to 0.005 mm.	36.0 %	55.8 %
Clay, smaller than 0.005 mm.	22.0 %	22.0 %
Colloids, smaller than 0.001 mm.	%	%

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed	
% Compaction	100	100	100
% Moisture	22.4	24.5	27.2
Depth Ratio Z/R	.85	1.50	2.15
Pavement Thickness, Z	7	12	18
Angle of Friction, ϕ °	24	13	8
Cohesion, C psi	6	4	3
R Value	64	42	26
Remarks:			

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Skelton
Resident Engineer
Dist. Maint. Supt.
Foreman
x Files
x R. Webber
x V. R. Jones
x Larson

RECEIVED
1954

Engineer of Materials

State Printing 73767

E-89—15M—3-54

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project Clackamas Co. Oatfield Road, RAS 119 — Prefix No.
Highway — County
Contractor — Contract No. — F. A. Project No.
Submitted by V. R. Jones — Date reported June 28, 1954

REPORT ON SAMPLE OF SOIL

Source of material NB 0.78
Sampled at
To be used
Sampled by Jones — Date received June 22, 1954
Laboratory No. 338930 — Quantity represented
Data Sheet No. None — Type of Material Soil
Sample No. 2

TEST RESULTS

SOIL ANALYSIS:

LL	27	%
PI	6	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.69
Sand Equivalent %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
4	5.6
10	2.0
40	3.3
60	2.0
200	11.6
P200	75.5

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
102.7	13.0
105.4	15.2
106.3	17.5
102.9	19.7

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~	
% Compaction	100	100	100
% Moisture	19.7	21.6	24.2
Depth Ratio Z/R	1.20	2.05	2.55
Pavement Thickness, Z	10	16	21
Angle of Friction, ϕ °	17	7	4.5
Cohesion, C psi	3.5	3.5	3.5
R Value	50	28	20

Remarks:

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	7.6 %
Coarse sand, 2.0 to 0.25 mm.	5.8 %	5.4 %
Fine sand, 0.25 to 0.05 mm.	18.2 %	16.8 %
Silt, 0.05 to 0.005 mm.	55.0 %	50.8 %
Clay, smaller than 0.005 mm.	21.0 %	19.4 %
Colloids, smaller than 0.001 mm.	%	%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Skelton
Resident Engineer
Dist. Maint. Supt.
Foreman
Files
x R. Webber
x V. R. Jones
x Larson

Engineer of Materials

State Printing 73787

E-89—15M—3-54

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project Clackamas Co. Oatfield Road, FAS 119 — Prefix No.
Highway — County
Contractor — Contract No. — F. A. Project No.
Submitted by V. R. Jones — Date reported June 28, 1954

REPORT ON SAMPLE OF SOIL

Source of material MP. 1.86
Sampled at
To be used
Sampled by Jones
Laboratory No. 338931
Data Sheet No. None

Date received June 22, 1954
Quantity represented
Type of Material Soil
Sample No. 3

TEST RESULTS

SOIL ANALYSIS:

LL	29	%
PI	7	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.67
Sand Equivalent %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
4	2.6
10	1.5
40	2.5
60	1.5
200	4.8
P200	87.1

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
102.0	14.0
104.3	16.0
104.4	18.0
101.5	20.5

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed	
% Compaction	100	100	100
% Moisture	20.5	22.5	25.2
Depth Ratio Z/R	1.10	2.05	2.35
Pavement Thickness, Z	9	16	19
Angle of Friction, ϕ °	18	7	8
Cohesion, C psi	5.5	4	0
R Value	55	28	23

Remarks:

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	4.1 %
Coarse sand, 2.0 to 0.25 mm.	4.2%	4.0 %
Fine sand, 0.25 to 0.05 mm.	12.8%	12.3 %
Silt, 0.05 to 0.005 mm.	58.0%	55.6 %
Clay, smaller than 0.005 mm.	25.0%	24.0 %
Colloids, smaller than 0.001 mm.	%	%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
Construction Engineer
x Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
x Resident Engineer Skelton
Dist. Maint. Supt.
Foreman
Files
x
x R. Webber
x V. R. Jones
x Larson

Engineer of Materials

State Printing 73767

Form F-80—HM—3-54

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project: Clackamas Co. Oatfield Road, FAS 119
Highway
Contractor
Submitted by: V. R. Jones
Contract No.
Prefix No.
County
F. A. Project No.
Date reported: June 28, 1954

REPORT ON SAMPLE OF SOIL

Source of material: T. P. 2.99
Sampled at
To be used
Sampled by: Jones
Laboratory No.: 338932
Data Sheet No.: None
Date received: June 22, 1954
Quantity represented
Type of Material: Soil
Sample No.: 4

TEST RESULTS

SOIL ANALYSIS:

LL	27	%
PI	5	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.67
Sand Equivalent %

SIEVE ANALYSIS: WET

Ret. on	% Single Sieve
4	.3
10	.4
40	1.0
60	1.6
200	11.5
P 200	85.2

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
103.3	15.6
105.7	17.5
102.4	19.8

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.		%	.7	%
Coarse sand, 2.0 to 0.25 mm.	2.6	%	2.6	%
Fine sand, 0.25 to 0.05 mm.	18.4	%	18.3	%
Silt, 0.05 to 0.005 mm.	53.0	%	52.6	%
Clay, smaller than 0.005 mm.	26.0	%	25.8	%
Colloids, smaller than 0.001 mm.		%		%

TRIAXIAL SHEAR TEST:

Sample	Remolded	[redacted]	
% Compaction	100	100	100
% Moisture	19.8	21.7	24.2
Depth Ratio Z/R	1.00	1.65	2.40
Pavement Thickness, Z	8	13	20
Angle of Friction, ϕ °	20	9.5	5.5
Cohesion, C psi	5.5	5.5	2
R Value	58	37	22

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer — Skelton
- Resident Engineer
- Dist. Maint. Supt.
- Foreman
- x Files
- x R. Webber
- x V. R. Jones
- x Larson

Engineer of Materials

State Printing 73787

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project: Clackamas Co. Oatfield Road, FAS 119
Highway
Contractor
Submitted by: V. R. Jones

Contract No.

Prefix No.
County
F. A. Project No.
Date reported: June 28, 1954

REPORT ON SAMPLE OF SOIL

Source of material: M. P. 4.00
Sampled at
To be used
Sampled by: Jones
Laboratory No.: 338933
Data Sheet No.: None

Date received: June 22, 1954
Quantity represented
Type of Material: Soil
Sample No.: 5

TEST RESULTS

SOIL ANALYSIS:

LL	31	%
PI	6	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier): 2.63
Sand Equivalent: %

SIEVE ANALYSIS:

Ret. on	% Single Sieve
4	34.5
10	.1
40	1.4
60	2.4
200	8.6
P 200	53.0

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
94.5	16.2
96.1	18.4
98.6	20.9
96.1 (lost water)	22.7

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed	
% Compaction	100	100	100
% Moisture	22.7	24.8	27.6
Depth Ratio Z/R	.90	1.40	1.90
Pavement Thickness, Z	8	12	16
Angle of Friction, ϕ °	23.5	12.5	7
Cohesion, C psi	5	5	5
R Value	63	44	31
Remarks:			

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.		%	34.6	%
Coarse sand, 2.0 to 0.25 mm.	5.8	%	3.8	%
Fine sand, 0.25 to 0.05 mm.	15.2	%	9.9	%
Silt, 0.05 to 0.005 mm.	50.0	%	32.7	%
Clay, smaller than 0.005 mm.	29.0	%	19.0	%
Colloids, smaller than 0.001 mm.		%		%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer — Skelton
Resident Engineer
Dist. Maint. Supt.
Foreman
x Files
x R. Webber
x V. R. Jones
x Larson

Engineer of Materials

State Printing 73757

F-156(4) Ross Island Bridge East Ramp 1955

#4466

RECEIVED
AUG 14 1957
FOR FILING
F-15611
4461

August 13, 1957

Mr. Paul Northrop
Multnomah County Engineer
2115 S. E. Morrison Street
Portland, Oregon

Dear Mr. Northrop:

In answer to an inquiry from your office through our County and City Relations Division, please be advised that the State Highway Department will assume jurisdiction and maintenance over the off-ramp connecting the Ross Island Bridge with McLaughlin Boulevard.

I wish to thank you for calling this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Paxson
Assistant State Highway Engineer

JFH:mm
cc: W. W. Stiffler
E. [illegible]. Collier
A. G. Shelton
C. G. Paxson

FORM E30—80M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1957

SUBJECT: Jurisdiction over and Maintenance of Off-ramp, Ross Island Bridge

To: Mr. G. S. Paxson
O F F I C E

As a result of an inquiry from Mr. Hugett, Assistant Multnomah County Roadmaster, you advised me by telephone on Monday, August 12th, that the State would assume jurisdiction over and maintenance of the off-ramp connecting the Ross Island Bridge with McLaughlin Boulevard. This information was passed on to Mr. Hugett who requested that a letter be written to the county confirming this and making it a matter of record. Enclosed is a suggested letter to Mr. Northrop, County Engineer, covering this matter.

Mr. Hugett advised that a Multnomah County maintenance crew unplugged some catch basins on the ramp last Saturday during a heavy rainfall. The crew foreman reported he had observed at that time that the concrete was breaking away at an expansion joint where the ramp joins McLaughlin Boulevard. Mr. Hugett was not making a complaint about this matter, but merely passing on the information for what it is worth.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Encl.

RECEIVED
1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

OREGON STATE HIGHWAY DEPARTMENT

(date)

March 1, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4466	16-Final	Manson Construction & Engineering Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4358	H-174709	$ 15,026.96	3/2/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1956

Time Extensions: none

Completion Date: Oct. 25, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-4-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 4 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
FEB 20 1957
FOR FILING

February 20, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4466 for constructing the Ross Island Bridge on the Mt. Hood Highway in Multnomah County was completed by the contractor, Manson Construction & Engineering Co., on October 25, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $15,026.96 will be released to the contractor on or after March 2, 1957. The total contract amount is $411,381.98, of which amount $6,839.34 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
NOV 26 1956
FOR FILING

F-156 (4)

4466

November 23, 1956

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Manson Construction & Engineering Co. in connection with contract No. 4466, covering Bridge construction on the Ross Island Bridge Section of the Mt. Hood Highway in Multnomah County. This payment, in the amount of $22,530.28, will be released to the contractor on or after December 3, 1956. The retained percentage is $12,258.40.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By_____
Floyd Query, Assistant Secretary

rm

NOTED ON CARD
11-29-56

RECEIVED
JUL 27 1956
FOR FILING
F-15(9)

Salem, Oregon
July 27, 1956

Ross Island Bridge On Ramp

Mr. A. G. Skelton
Division Engineer
Portland

Attached are four copies of a revised plan of the sprinkling system for the subject job. This revision is necessitated by the change in construction plans which substituted a walk for the original step location. Based on the contractor's bid prices, it is estimated that this revision will cost $1698.70, which is approximately $170.00 under the original plan.

We are also working on a revision of the planting plan and will send this to you the first of next week.

Mark H. Astrup
Landscape Engineer

MHA vjl
Encl. 4

Rose Island Am. Range

July 27, 56

Astro

The cost of the irrigation system on the original plan was $1,252.00 (contractor's bid)

On the revised plan the cost will be $1,180.00

$170.30

This cost is for irrigation only. Grass, topsoil, shrubs, etc. not included.

Bill is working on the revised planting plan - but he is not finished yet.

Dale said we should send plans to S. A. Section.

G.J.

FORM S-125 5M REVISED 5-54

RECEIVED
APR 23 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 19, 1956

Mr. Fred T. Fowler
Traffic Engineer
City of Portland
City Hall
Portland, Oregon

Dear Mr. Fowler:

In reply to your letter of February 24 having reference to the need for the extension of the four-foot median island at the east end of the Ross Island Bridge when the new southbound ramp is completed and the traffic signals removed, advise that I have approved the extension of such median between a point north of Taggart Street on the north and a point just south of Franklin Street on the south. The manner of construction has not yet been determined, but we will endeavor to secure a Price Agreement from our contractor building the ramp to construct the median so that the median will be in place by the time traffic is routed over the new ramp.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. Forrest Cooper
Mr. F. B. Crandall
Mr. A. G. Skelton

NOTED
G. S. PAXSON

Form PR 2 (Revised 1950)

CPRS-1834

State Oregon

Project No. F-156(4)

4466

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of November, 1955,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of March, 1955, a program, which was approved on the 24th day of March, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 10th day of May, 1955, and the sum of two hundred thirty thousand, seven hundred sixty-nine and 00/100

dollars ($ 230,769.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Construction of a ramp, as part of an interchange between Federal-aid Routes 3 and 24, between survey station 545+64.20 in the NE 1/4 of Section 10 and survey station 558+20.97 in the NW 1/4 of Section 11, T. 1 S., R. 1 E., W.M., without exception,

, in Multnomah County, being Oregon project No. F-156(4).

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred thirty thousand, seven hundred sixty-nine and 00/100 dollars ($ 230,769.00), which does not exceed the authorized Federal pro rata share of four hundred sixty-one thousand, five hundred thirty-eight and 00/100 dollars ($ 461,538.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11279-6

A4.62

Oregon State Highway Department

Federal Aid Project
No. F-156(4)

ROSS ISLAND BRIDGE RAMP

ON THE MT. HOOD HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 8, 1955

Type Code X935
Ross Island Bridge Ramp (Sta. 44+01.5)(Contract No. 4466)

All Required	Alter Existing Structure		$ 45,000.00
All Required	Shoring, Cribbing, Etc.		40,000.00
3,170 cu.yd.	Structural Excavation	$ 3.00	9,510.00
310 cu.yd.	Excavation Below Elevation Shown	4.00	1,240.00
All Required	Sheet Pile Crib		2,000.00
1,450 lin.ft.	Furnish Steel Piling	4.00	5,800.00
33 only	Drive Steel Piles	30.00	990.00
340 cu.yd.	Seal Concrete	30.00	10,200.00
2,500 cu.yd.	Class "A" Concrete	70.00	175,000.00
390,000 lbs.	Metal Reinforcement	0.11	42,900.00
All Required	Structural Steel		65,000.00
All Required	Miscellaneous Metal		7,000.00
1,660 lin.ft.	Pipe Rail	5.00	8,300.00
All Required	Electrical Work		3,000.00
910 lin.ft.	8-inch Metal Drain Pipe	4.00	3,640.00
		Subtotal	$419,580.00
		10% Engr. & Con.	41,958.00
		Total	$461,538.00

Length of Structure 0.000 miles

Federal Funds	$230,769.00
County Funds	230,769.00
	$461,538.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-156 (4)

ROSS ISLAND BRIDGE RAMP ON THE MT. HOOD
HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 9, 1955

Type Code X935
Ross Island Bridge Ramp (Sta. 44+01.5)

All Required	Alter Existing Structure	$	$ 5,000.00
All Required	Shoring, Cribbing, Etc.		40,000.00
3,170 cu. yds.	Structural Excavation	7.00	22,190.00
310 cu. yds.	Excavation Below Elevation Shown	15.00	4,650.00
All Required	Sheet Pile Crib		3,000.00
1,450 lin. ft.	Furnish Steel Piling	5.50	7,975.00
33 only	Drive Steel Piles	90.00	2,970.00
340 cu. yds.	Seal Concrete	45.00	15,300.00
2,500 cu. yds.	Class "A" Concrete	70.00	175,000.00
390,000 lbs.	Metal Reinforcement	0.11	42,900.00
All Required	Structural Steel		67,600.00
All Required	Miscellaneous Metal		3,500.00
1,660 lin. ft.	Pipe Rail	5.00	8,300.00
All Required	Electrical Work		5,000.00
910 lin. ft.	8-inch Metal Drain Pipe	5.00	4,550.00
	Subtotal		$407,935.00
	10% Engr. & Cont.		40,793.50
	Total		$448,728.50

Length of Structure 0.000 Miles

Federal Funds	$224,364.25
County Funds	224,364.25
	$448,728.50

RECEIVED
MAR 5 1957
FOR FILING

F-15614
4466

Salem, Oregon
November 10, 1955

RW-17231

File Number 22388
McLoughlin Blvd.-Ross Island Bridge
Connection
Pacific Highway East

Mr. R. L. Porter
Right of Way Engineer
O f f i c e

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Dear Sir:

Attached hereto are three executed copies of an easement with the Portland General Electric Company and Portland Traction Company granting the State an easement in connection with construction of the ramp at the east end of Ross Island Bridge on the Pacific Highway East, Multnomah County.

When the easement has been acknowledged and recorded please return one copy to this office for the Commission's files. A conformed copy has been retained pending receipt of signed copy.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rm
Attach: 3

REFERRED TO
BY SECRETARY

FORM E-20 25M 9-51 53315

AGENDA
NOV 3 1955

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1955

SUBJECT: File Number 22388
McLoughlin Blvd.-Ross Island Bridge Connection
Pacific East Highway

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
B U I L D I N G

Dear Sir:

Attached, in quadruplicate, is a revised easement from the Portland General Electric Company to the State Highway Commission. The original easement executed by the Portland General Electric Company on the 14th of May, 1955, and accepted and signed by the Highway Commission on August the 11th or 12th, was in error in that the description was only a line. To correct this document, Portland General Electric Co. have executed the easement, attached, which has been approved as to form by the Assistant and Chief Counsel and bears the approval of the Deputy State Highway Engineer.

After being signed by the Highway Commission, will you return three executed copies to this office, so we may have the signatures of the Portland General Electric Company acknowledged and record the instrument.

Very truly yours,

Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:lw
Enc: Ease., in quad.

DATE Original agreement signed May 14. 1955

RECEIVED
AUG 9 1955

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

F 156 171

4102

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 8, 1955

Portland General Electric Company
Electric Building
Portland 5, Oregon

Attention: Mr. Chester J. Irelan

Re: File No. 22388
Ross Island Bridge Ramp

Gentlemen:

Herewith I hand you two fully executed copies of construction agreement between the Highway Commission and Portland General Electric Company and Portland Traction Company, covering the construction of a ramp connection at the east end of the Ross Island Bridge in the City of Portland.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. H. B. Glaisyer
Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson

RECEIVED
AUG 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
JAN 18 1957
FOR FILING

F-151 (4)

4/4/66

Salem, Oregon
August 2, 1955

File No. 22388 RW-17251
Ramp Connections
East end Ross Island Bridge

Mr. J. W. DeSouza
Assistant Counsel
O f f i c e

Dear Mr. DeSouza:

Attached hereto for further handling are two fully executed copies of an agreement between the Highway Commission, Portland General Electric Company, and Portland Traction Company covering the construction of the ramp connections at the east end of the Ross Island Bridge in Portland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files.

Very truly yours

Secretary

rn
Attach: 2

FORM E-30 25M 8-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 26, 1955

SUBJECT: File No. 22388
Ramp Connections
East end Ross Island Bridge

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
State Highway Building

Dear Mr. Glaisyer:

Herewith I hand you for execution by the Highway Commission three counterparts of agreement between the Highway Commission, Portland General Electric Company, and Portland Traction Company, covering the construction of the ramp connections at the east end of the Ross Island Bridge in Portland.

All three copies have been executed by the companies and after execution by the Highway Commission should be returned direct to me for further handling. The necessity for the execution of three copies by the Commission is occasioned by the fact that Portland General Electric Company and Portland Traction Company desire separate executed copies.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. C. W. Enfield

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids received May 26, 1955
H B Glaisyer
Secretary

3 copies to Comm.

RECEIVED
JUL 7 - 1955
FOR FILING

F-156 (4)
4466

July 6, 1955

Manson Construction & Engineering Co.
5209 East Marginal Way
Seattle 99, Washington

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4466 awarded to you by the State Highway Commission, for construction of the Ross Island Bridge on the Mt. Hood Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 27 1955
FOR FILING

F-156 (1)
441

June 26, 1955

Manson Construction & Engineering Co.
5209 East Marginal Way
Seattle 4, Washington

NOTED
J. Mc C.

Gentlemen:

The State Highway Commission on May 26, 1955 accepted your proposal for construction of the Ross Island Bridge East Ramp in Multnomah County for the sum of $419,580.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4460.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jms

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attn: Dorothy McCormack

R. G. Savage (SLAC)
H. G. Smith
S. H. Probert
P. M. Stephenson

RECEIVED
JUN 21 1955
FOR FILING

F-156(9)

4466

June 20, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM
DAY LETTER
NIGHT LETTER

WESTERN UNION
W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 20, 1955
10:35 a.m.

Manson Construction & Engineering Co.
5209 East Marginal Way
Seattle 4, Washington

Contract for Ross Island Bridge East Ramp, Multnomah County, for which you submitted low bid on May 26, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
File

W. C. Williams
Deputy State Highway Engineer

CAG/ds
cc C. A. Gardner

RECEIVED
JUN 21 1955
FOR FILING

F-156(4)

11/24

June 20, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Ross Island Bridge
F.A.P. Oregon F-156(4)

On May 26, 1955, the Highway Commission accepted the low bid of the Manson Construction & Engineering Company of Seattle, Washington, in the amount of $419,500.00 for the above project and instructed the Engineer to award the contract as soon as certain matters pertaining to financial arrangements between the State and Multnomah County were completed and certain matters pertaining to rights of way for the project were clarified. All rights of way for the project have been acquired and financial arrangements between the State and Multnomah County are completed to the satisfaction of the Highway Engineer, and he proposes to award the contract to the low bidder as of this date. May we have your concurrence in the award of the contract.

On May 20, we furnished you three unsigned copies of the proposed agreement between the State and the Portland Traction Company. These copies have been signed by the Portland Traction Company and are now in the hands of the Highway Commission for signature. Completely executed copies will be furnished you as soon as all signatures are complete.

On May 23, we furnished you with a copy of a letter from the Portland Traction Company wherein they stated that the plans and specifications for the proposed work were satisfactory to them.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/ds
cc C. A. Gardner

RECEIVED
JAN 19 1956
FOR FILING

F-156(4)

4466

Salem, Oregon
June 16, 1955

File 22338-Portland General Electric
McLoughlin Blvd.-Ross Island Bridge Conn.
Pacific Highway East

Mr. J. W. DeSouza
Assistant Counsel
O f f i c e

Dear Mr. DeSouza:

Attached hereto for further handling are two fully executed copies of an easement agreement with Portland General Electric Company and Portland Traction Company covering right of way for the additional ramp at the east end of the Ross Island Bridge in Portland.

Please return one copy of the above easement to this office for the Commission's files.

Very truly yours

Assistant Secretary

rm
Attach: 1

signed
9-7-55

filed 11-15-55

10-21-55
(Allen to X129.
Exception in error.
Is signed at
Com. meeting
Nov 3 ϕ

FORM 850—80M—4-54—74396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1955

SUBJECT: File 22338-Portland General Electric
McLoughlin Blvd.-Ross Island Bridge Conn.
Pacific Highway East

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
O F F I C E

Dear Mr. Glaisyer:

Herewith I hand you for acceptance and signature by the State Highway Commission, original and first copy of easement agreement with Portland General Electric Company and Portland Traction Company covering right of way for the additional ramp at the east end of the Ross Island Bridge in Portland.

Both copies have been executed by the Companies and, after execution of the acceptance by the State Highway Commission, they should be returned to me for further handling.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 2

cc: Mr. G. S. Paxson

PROJECT AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids were received for this project 5-26-55
H. B. Glaisyer
Secretary

RECEIVED
JUN 17 1955
FOR FILING

F-156(4)

4466

June 13, 1955

Isaacson Iron Works
P. O. Box 3028
Seattle 14,

Attention: Mr. R. P. St. Germain
Manager

Gentlemen:

On June 9 we received plans for the Ross Island Bridge Ramp project which you returned to us. We regret that there seems to be a misunderstanding concerning the status of payment for plans secured from the State Highway Department. It is the policy of the Department to make a standard charge of $2.00 for each set of plans issued. This charge is considered as a payment for the plans, not a deposit, and no refund is made unless the project is withdrawn from the letting or unless all bids are rejected. The plans are considered as the property of the purchaser and he may make such use of them as he sees fit.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Assistant Secretary

FAQ:fp

CIRCLE I BRAND STEEL PRODUCTS

Isaacson Iron Works

CABLE ADDRESS "ISAACSON"

PHONE MA. 5100 ★ POST OFFICE BOX 3026 ★ Seattle, 14 ★ WASHINGTON

Address all Communications to the Company in DUPLICATE

June 7, 1955

Oregon State Highway Dept.
Salem, Oregon

Reference: Ross Island Bridge Ramp Project

Gentlemen

We are returning herewith the plans and specifications on the above referenced project for which kindly send us our deposit check.

Yours very truly

ISAACSON IRON WORKS

R P St. Germain

R. P. St. Germain, Manager

Structural Steel Division

GFW:ph

RECEIVED
JUN 9 - 1955
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 9 1955
STATE HIGHWAY COMMISSION

RECEIVED
JUN 21 1955
FOR FILING

COMMISSIONERS
M. JAMES GLEASON
AL L. BROWN
JACK BAIN

F-15(4)

COUNTY OF MULTNOMAH
OFFICE OF THE
BOARD OF COUNTY COMMISSIONERS
PORTLAND 4, OREGON

June 10, 1955

RECEIVED
JUN 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. John J. O'Donnell
Auditor
Court House

Oregon State Highway Commission
Salem, Oregon

Attention: R. H. Baldock, State Highway Engineer

Mr. Geo. W. Buck
Roadmaster
2115 SE Morrison Street
Portland 15, Oregon

NOTED
W. C. WILLIAMS

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held June 9, 1955, the following action was taken:

Letter, Roadmaster relative to communication from R H Baldock, St High Engineer, by John W Cattrall, Eng. Co & City Relations, advising that on May 26, 1955, a satisfactory bid for the construc of the Ross Island Bridge East Ramp was rec'd from the Manson Construc & Eng. Company of Seattle, and the co advance deposit (50%) in the sum of $218,514. is required, with rec that the Co Auditor issue a warrant in said amt of $218,514. and forward same to the Oregon State Highway Commission

ORDERED that said recommendation of the Roadmaster be adopted as the order of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By [illegible]
Clerk of Board

DD

REFERRED TO
Williams

cpy to
Cattrall

RECEIVED
JUN 1955

FORM E-20X—50,000—10-54—70484

F 4466

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1955

SUBJECT: File 22338-Portland General Electric
McLoughlin Blvd.-Ross Island Bridge Conn.
Pacific Highway East

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
O F F I C E

Dear Mr. Glaisyer:

Herewith I hand you for acceptance and signature by the State Highway Commission, original and first copy of easement agreement with Portland General Electric Company and Portland Traction Company covering right of way for the additional ramp at the east end of the Ross Island Bridge in Portland.

Both copies have been executed by the Companies and, after execution of the acceptance by the State Highway Commission, they should be returned to me for further handling.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 2

cc: Mr. G. S. Paxson

RECEIVED
JUN 8 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
MAY 23 1955
FOR FILING

F 1[illegible] 14
1[illegible]

May 20, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Re: Ross Island Bridge East Ramp
F.A.P. No. F-156(4)

Herewith three copies of an agreement now in process of execution by the Portland General Electric Company, the Portland Traction Company, and the State Highway Commission covering the construction of the southbound ramp at the east end of the Ross Island Bridge in Portland. This agreement covers the revision of the Portland General Electric Company's power lines and the providing of insurance for the Portland General Electric Company and the Portland Traction Company. It also provides for such flagman and watchmen service as is deemed necessary to protect the operations of the two companies. The cost of this flagman and watchman service will be paid by the State as a nonco-operative item.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encls.

cc P. M. Stephenson

NOTED
G. S. PAXSON

RECEIVED
MAY 23 1955
FOR FILING

E 156 (1)
1/4466

Salem, Oregon
May 20, 1955

Southbound ramp, east end
of Ross Island Bridge

Mr. P. M. Stephenson

Herewith copies of the agreement between the Portland General Electric Company, the Portland Traction Company and the State covering the ramp at the east end of the Ross Island Bridge in Portland. Will you please present these to the two companies and, if possible, obtain their signatures in time so that the agreement may be brought before the Highway Commission next week.

G. S. Paxson

GSP:gm
Encls.

NOTED
G. S. PAXSON

RECEIVED
MAY 16 1955
FOR FILING

F-156 (4)
4416

F-156(4)

May 13, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

W. C. WILLIAMS

Dear Sir:

The request for approval of individual project program change relative Item 179, Project F-156(4), Federal-aid Primary Highway Program, was approved effective May 10, 1955. The total cost will now show $475,000, federal funds $237,500, County-State funds $237,500 and character of proposed work, one bridge ramp to existing bridge.

Very truly yours,

C. O. POLK
District Engineer

Original to
Mr. Probert

RECEIVED
MAY 16 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 9 1955
FOR FILING

E-150-1
4466

May 6, 1955

Mr. Geo. W. Buck, Roadmaster
Multnomah County
2115 S. E. Morrison Street
Portland 15, Oregon

Attention: Mr. Paul Northrup

Dear Sir:

Re: East Approach to Ross Island Bridge

The plans and specifications for the ramp at the east end of the Ross Island Bridge connecting the bridge to McLaughlin Boulevard southbound are practically complete, and copies will be sent you early next week. Our estimate of cost on this structure, including allowances for engineering and contingencies, is $479,000.

We propose to open bids on this project at the meeting of the Highway Commission on May 25 and 26. Since the cost of the project is to be borne equally by the State Highway Commission and Multnomah County, the County will be advised of the low bid and estimated total cost as soon as they are determined by the bids submitted. The County will then be requested to deposit with the State one-half of this cost representing their cooperation in the project. Should the County's portion of the final cost of the project be less than the amount deposited, any excess will be refunded to the County. If one-half of the final cost exceeds the deposit, the County will be billed for the excess.

I believe the above procedure is in accordance with our understanding on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CSP:gm

cc G. S. Paxson
P. M. Stephenson

RECEIVED
APR 26 1955
FOR FILING

F-1:6
4/4/66

April 20, 1955

Mr. William A. Bowes
City Commissioner
City of Portland
City Hall
Portland, Oregon

Dear Mr. Bowes:

The State Highway Commission at its meeting on April 13 discussed a report from the State Highway Engineer on studies that had been made for construction of an on-ramp from McLoughlin Boulevard to Ross Island Bridge to facilitate traffic movements from the north to the west across this bridge.

The plan as proposed will materially alleviate existing adverse conditions and is estimated to cost about $28,000. The Commission was informed that participation in the project by the City of Portland is limited to improvement of Taggart Street, which is included in the proposed plan, such improvement being estimated to cost $6,400.

As a result of discussion, the Commission unanimously approved the plan as presented, subject to the condition that the City of Portland will pay the cost to improve the city street, estimated at $6,400. The State will pay the balance of $21,600.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

RECEIVED
APR 7 1955
FOR FILING

Const
Project
Misc
Co. Fls.

April 7, 1955

Oregon State Highway Commission

Gentlemen:

Last year you approved the construction of a ramp extending from the Ross Island Bridge to McLoughlin Boulevard for traffic southbound off the bridge, which project is to be financed fifty-fifty by the State and County. We are planning to call bids on this project at the May meeting.

We have been carrying on studies for improvement of an on-ramp from McLoughlin Boulevard to Ross Island Bridge for the north-to-west traffic movement, and we evolved a plan which will materially alleviate existing conditions which is estimated to cost $28,000. Multnomah County was asked for participation but advised that this plan involved improvement of existing city streets and the County had no authority in such matters and, therefore, declined participation. The City was contacted and has agreed to pay for the improvement of Taggart Street, which is a part of the proposed plan, the estimated cost of which is $6,400. The total estimated cost is $28,000, and on this basis of participation the State's cost will be $21,600. This is an improvement that has long been needed, and, on the basis that further participation from the City cannot be expected, I recommend you approve the improvement on the basis of an estimated cost of $6,400 to the City of Portland and $21,600 to the State.

This matter will be on the agenda, and the Secretary will have a map indicating the proposed plan for the on-ramp from McLoughlin Boulevard (U899E) to the Ross Island Bridge.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson
Mr. S. M. Probert
Mr. F. E. Crandall
Mr. C. M. Maison

WCW:me lg

FORM E90—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

REFERRED TO
W. Hamm.
By State Highway Engineer

Please include in project, if recommend approved.

Portland, Oregon
April 6th, 1955

SUBJECT:

RECEIVED
APR 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

To: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

You recently requested that I appear before the Board of County Commissioners of Multnomah County in regard to the proposed change in our connection for southbound traffic on McLoughlin Boulevard where this traffic is routed to the westbound lane of the Ross Island Bridge. On Thursday March 24th, Mr. Marshall Dana, Fred T. Fowler and myself appeared before the Multnomah County Commissioners, and presented the modified plan which you approved for their consideration as a 50-50 cooperative project between the State Highway Commission and the county.

Our plan met the approval of the County Commissioners inasfar as the project was concerned. However, they questioned that the county should or could legally participate in this plan, and finally referred the matter to the County Roadmaster and to the District Attorney for their recommendations as to the project and the legality of the same. I am enclosing herewith letter from the Board of County Commissioners under date of April 1st. You will note that the County Commissioners rejected our request.

As per our conversation of April 4th, I met with Commissioner W.A. Bowes and City Engineer, Apperson, in regard to the participation of the city in this project. The city has indicated that they would be willing to construct the S.E. Taggert Street connection from S.E. 6th Avenue to McLoughlin Boulevard, which we estimate will cost somewhere in the neighborhood of $7500.00. The matter of a future connection to handle southbound traffic from the Union Avenue viaduct headed for Powell Boulevard east was also discussed. This traffic now makes a left turn from McLoughlin Boulevard just south of the Ross Island Bridge to go east on Powell. The city has secured the right of way for this proposed structure, and they would like to have assurance that the state would construct the structure at such a time in the future as it is required. As mentioned above, the city has acquired, and will furnish to the state without cost the necessary right of way for this structure.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl. (Letter-Sketch)
cc: H. G. Smith

COUNTY OF MULTNOMAH

OFFICE OF THE
BOARD OF COUNTY COMMISSIONERS
PORTLAND 4, OREGON

COMMISSIONERS
M. JAMES GLEASON
AL L. BROWN
JACK BAIN

April 1, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Mr. A. G. Skelton
Division Engineer
State Highway Department
9200 SE McLoughlin Blvd.
Portland, Oregon

Mr. Marshall N. Dana
15725 SE Dana Road
Portland, Oregon

Mr. Geo. W. Buck
Roadmaster
2115 SE Morrison Street
Portland 15, Oregon

RECEIVED
DIVISION
DIVISION

Dear Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held March 31, 1955, the following action was taken:

Letter, Roadmaster relative to appearance before the Board of A G Skelton, Div Eng of the St High Dept, et al, in reference to plans for a system whereby traffic from McLoughlin Blvd, would be routed into the west bound lane to the Ross Island Bridge, and asking the Bd of Co Coms to share in the expense, submitting map showing limits of responsibility of Mult Co as to Ross Island Bridge on the east side of the Willamette River, namely, that obligations of the county cease at the west line of SE 7th Avenue

ORDERED that said letter be filed. ORDERED, further, that the petitioners be advised that it is not within the jurisdiction of Multnomah County to improve city streets, and with the suggestion that they take the matter up with the proper authorities under which jurisdiction is held.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Edna R. Gloss Clerk of Board

DD

FORM 230—SOM—6-54—74366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1955

SUBJECT: East End Ross Island Bridge

To: W. C. Williams
Deputy State Highway Engineer
Office

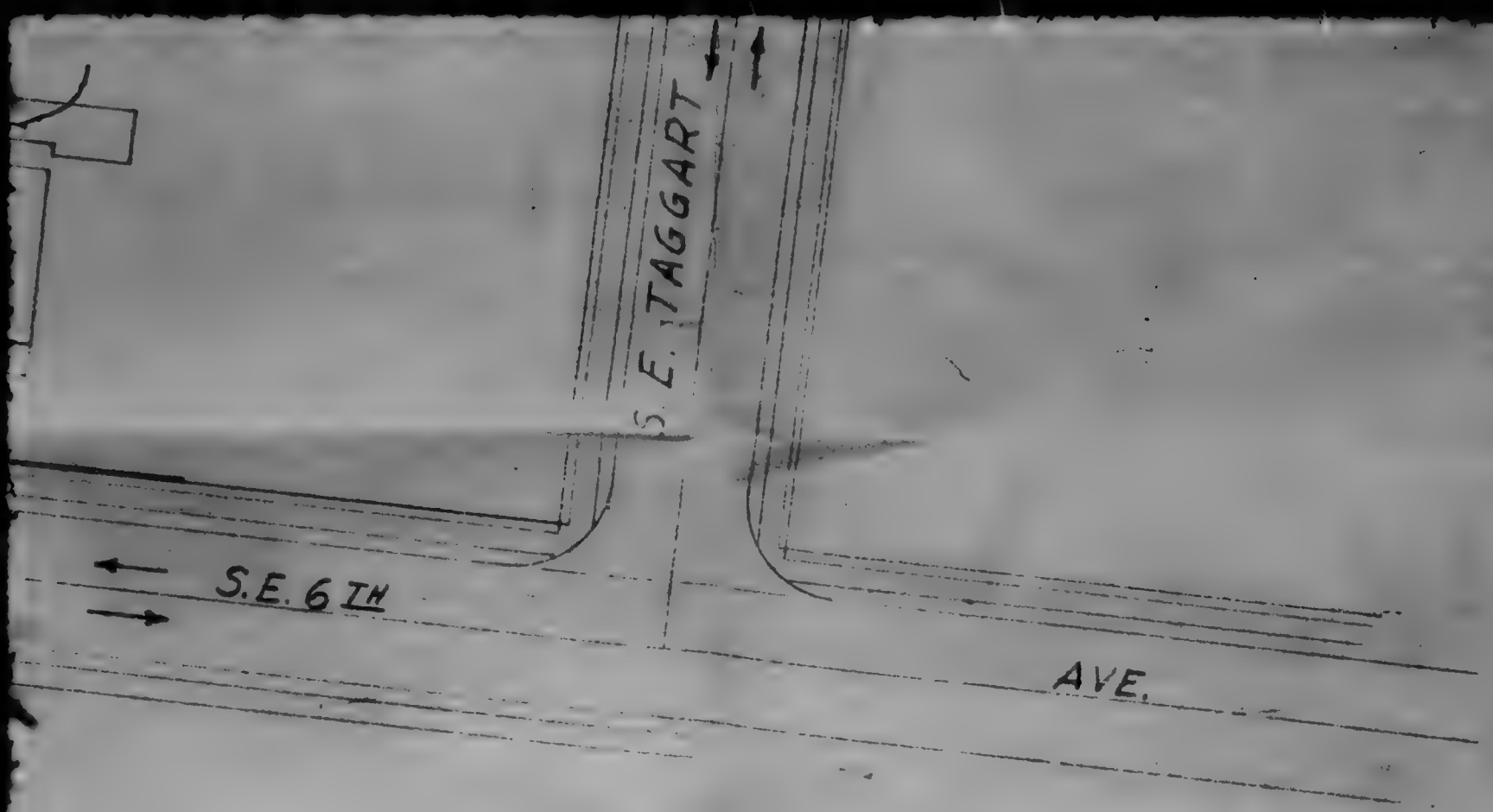
NOTED
W. C. WILLIAMS

I transmit herewith two prints of ramp layout for the northbound McLaughlin to Ross Island Bridge movement with slight modifications to provide island installation for the thru traffic onto the bridge versus the right turning onto the bridge. This is as per Mr. Baldock's instructions.

F. B. Crandall
Traffic Engineer

FBC:jr
Attachments

RECEIVED
APR 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER



WOODWARD	W.A.P.
Grade & Pave	$13,000
Kiln	4,200
Manhole	1,400
Total	$21,600

TAGGART STREET	
Grade & Pave	$6,400
Total	$28,000

S. E. TAGGART ST.

S.E. 6TH

AVE.

Ho.
S.E. 6TH
Ho.
Ho.
BLVD.
50'
2
3

Ho.

S.E. 6 TH

Ho.

Ho.

BLVD.

20'

2'

13'

50'R.

53'R.

ST.

26'

28'

16'

AVE.

S.E. POWELL

S.E. WOODWARD

NO PARKING AT ANY TIME.

Proposed Traffic Island

AMP REVISION

ST)

BLVD.

20' 2' 13'

S.E. 7TH

50'R.

50'R.

ST.

26'

28'

16'

S.E. POWELL

S.E. WOODWARD

Ho.

Ho.

NO PARKING AT ANY TI

Proposed Traffic Island

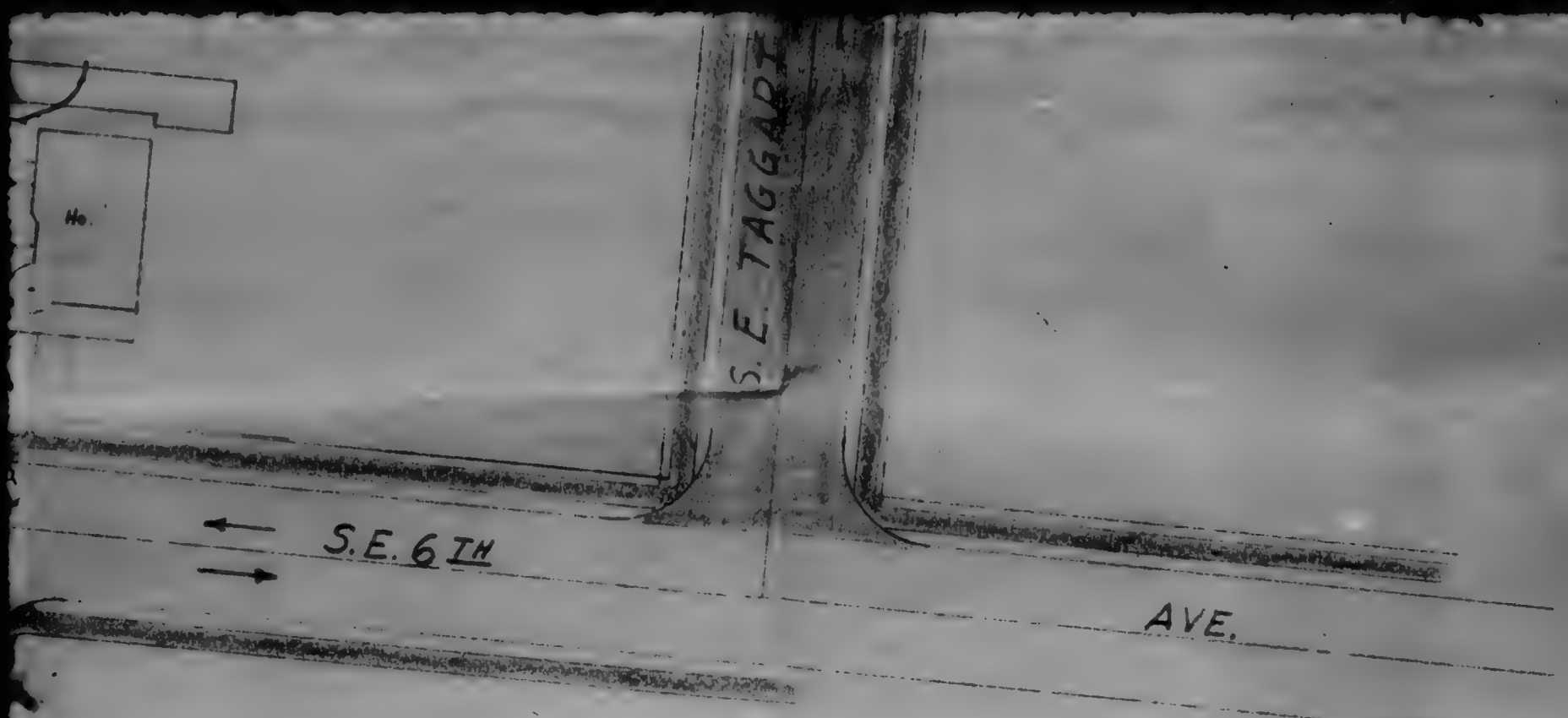
PLAN #4

ROSS ISLAND BRIDGE RAMP REVISION

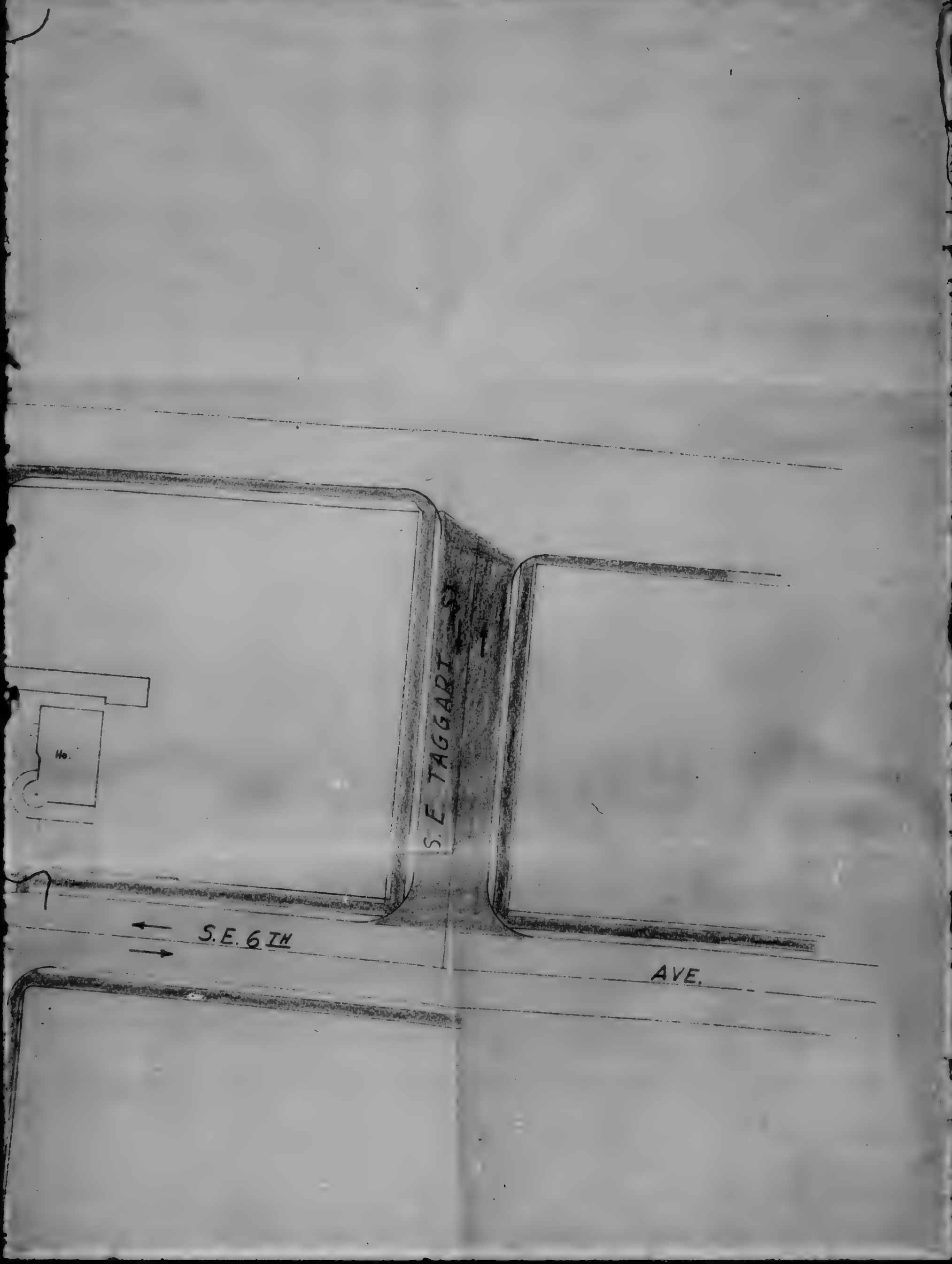
(WOODWARD ST.)

Scale: 1"=50'

BLVD.



	KAMP	Corrected
WOODWARD		
Grade & Pave	~~13,000~~	~~10000~~
R/W	~~1,200~~	5000
Landscape	~~400~~	~~4500~~
Total	~~14,600~~	~~17500~~
TAGGART STREET		
Grade & Pave	~~6,400~~	~~7500~~
Total	~~20,000~~	35,000


S. E. TAGGART ST
S. E. 6TH
AVE.
Ho.

S.E. 6 TH

Ho.

Ho.

Ho.

BLVD.

50'R.

50'R.

ST.

AVE.

WC
Grad
R/W
Land

BLVD.

7TH

S.E. POWELL

S.E. WOODWARD

ST.

AVE.

50'R.

50'R.

No.

No.

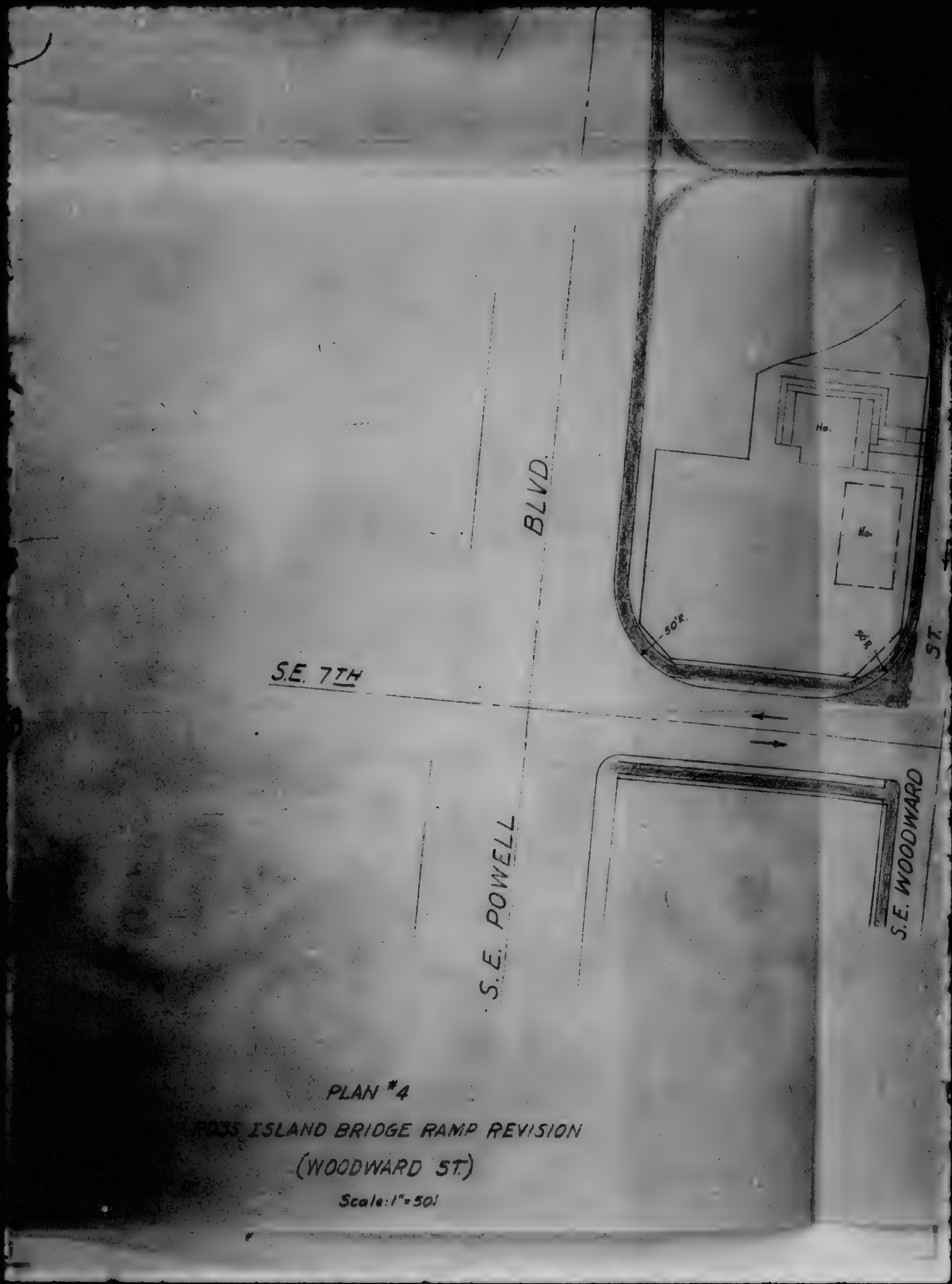
No.

PLAN "4

RIDGE RAMP REVISION

WARD ST.)

Scale: 1" = 50'



PLAN #4

ROSS ISLAND BRIDGE RAMP REVISION

(WOODWARD ST.)

Scale: 1" = 50'

BLVD.

RECEIVED
APR 19 1955
FOR FILING

COMMISSIONERS
M. JAMES GLEASON
AL L. BROWN
JACK BAIN

COUNTY OF MULTNOMAH
OFFICE OF THE
BOARD OF COUNTY COMMISSIONERS
PORTLAND 4, OREGON

April 13, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Mr. Geo. W. Buck
Roadmaster
2115 SE Morrison Street
Portland 15, Oregon

Dear Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held April 12, 1955, the following action was taken:

Letter, R H Baldock, St High Engineer, submitting approx preliminary estimate of the cost of the proposed ramp structure at east end of Ross Island Bridge on which the State is planning to receive bids on or about May 25, 1955 - if arrangement as outlined is acceptable to Bd of Co Coms that they sign at end of letter & return to State not later than May 6, 1955

ORDERED that said arrangement as outlined relating to the contemplated construction of a ramp connection between the Ross Island Bridge and US99E be hereby accepted and signed by all members of the Board of County Com missioners as of this date.

RECEIVED
APR 14 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Gladys R. Gloss
Clerk of Board

DD
Enc. - Signed letter to St Hwy Dept
Enc - Copy to Roadmaster

... with copy of attached letter received to Mr. Mason by Mr. Vincent Cottrell advising to attend dept. hearing on matter as determined by said board.

RECEIVED
APR 11 1955
FOR FILING

Const
Project
Divn -
Portland

April 8, 1955

Board of County Commissioners
Multnomah County Court House
Portland, Oregon

Gentlemen:

Plans for the ramp structure to be constructed at the east end of Ross Island Bridge to provide a direct southbound connection with US99E are now nearing completion, and we are planning to receive bids for the construction on or about May 25.

An approximate preliminary estimate of the cost of the project is as follows:

1.	Contract construction	$395,000
2.	Adjustment of utilities and other expense not covered in contract	15,000
3.	Engineering and contingencies (12½% of items 1 and 2)	51,250
	Total	$461,250

The understanding between the Board of County Commissioners and the Highway Commission is that the cost is to be shared 50 per cent by the County and 50 per cent by the State; also, that prior to the award of the construction contract the County will deposit with the Highway Commission an amount equal to 50 per cent of the expected total cost as estimated after bids are received.

In line with this understanding, the Highway Commission will, upon receipt of bids, submit to the Board of County Commissioners its estimate of expected cost. Then, upon receipt from the Board of County Commissioners of a deposit in an amount equal to 50 per cent of said expected cost, the Highway Commission will proceed with the awarding of the contract and the construction of the project.

On completion of the project, the Highway Commission will make determination of the actual cost of the project and the amount of the County's fifty per cent share thereof. If the amount of the County's share exceeds the amount of the County's deposit, the County will promptly pay to the State an amount equal to said difference. If the amount of the County's fifty per cent share of the actual cost is less than the amount of the County's deposit, the State will promptly return to the County an amount equal to said difference.

If the arrangement above outlined is acceptable to the County, the Board of County Commissioners is requested to so indicate by signing, in the space provided for the purpose at the end of this letter, and sending the signed letter, or a signed copy thereof, to us not later than May 6, 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

The arrangement outlined in the foregoing letter relating to the contemplated construction of a ramp connection between the Ross Island Bridge and US99E is acceptable to the Board of County Commissioners of Multnomah County and the County will be bound by the terms stated therein.

Signed on this _____ day of _____, 1955:

Board of County Commissioners of
Multnomah County

_____

_____

_____

FORM S-128 5M REVISED 2-55

F-156 (4)

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

14

Rec. & 10 A.M. 4/11 -55 15

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 8, 1955

Board of County Commissioners
Multnomah County Court House
Portland, Oregon

Gentlemen:

Plans for the ramp structure to be constructed at the east end of Ross Island Bridge to provide a direct southbound connection with US99E are now nearing completion, and we are planning to receive bids for the construction on or about May 25.

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If the arrangement above outlined is acceptable to the County, the Board of County Commissioners is requested to so indicate by signing, in the space provided for the purpose at the end of this letter, and sending the signed letter, or a signed copy thereof, to us not later than May 6, 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

The arrangement outlined in the foregoing letter relating to the contemplated construction of a ramp connection between the Ross Island Bridge and US99E is acceptable to the Board of County Commissioners of Multnomah County and the County will be bound by the terms stated therein.

Signed on this 12th day of April, 1955:

Board of County Commissioners of
Multnomah County

By W. James Gleason
Chairman

By
Commissioner

By Jack Ram
Commissioner

COMMISSIONERS
M. JAMES GLEASON
~~ALBERT BROWN~~
JACK BANN

F-10.6 M
11166

COUNTY OF MULTNOMAH
OFFICE OF THE
BOARD OF COUNTY COMMISSIONERS
PORTLAND 4, OREGON

April 1, 1955

NOTED
W. C. WILLIAMS

FILED TC
By Willamette
State Highway Engineer
Skelton will contact
city for correction.

RECEIVED
APR 5 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Mr. A. G. Skelton
Division Engineer
State Highway Department
9200 SE McLoughlin Blvd.
Portland, Oregon

Mr. Marshall N. Dana
15725 SE Dana Road
Portland, Oregon

Mr. Geo. W. Buck
Roadmaster
2115 SE Morrison Street
Portland 15, Oregon

Dear Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held March 31, 1955, the following action was taken:

Letter, Roadmaster relative to appearance before the Board of A G Skelton, Div Eng of the St High Dept, et al, in reference to plans for a system whereby traffic from McLoughlin Blvd, would be routed into the west bound lane to the Ross Island Bridge, and asking the Bd of Co Coms to share in the expense, submitting map showing limits of responsibility of Mult Co as to Ross Island Bridge on the east side of the Willamette River, namely, that obligations of the county cease at the west line of SE 7th Avenue

ORDERED that said letter be filed. ORDERED, further, that the petitioners be advised that it is not within the jurisdiction of Multnomah County to improve city streets, and with the suggestion that they take the matter up with the proper authorities under which jurisdiction is held.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Edna P. Ross Clerk of Board

RECEIVED
APR 1 1955
FOR FILING

F-15c(4)
4466
Portland

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1955

SUBJECT:

To: Memorandum to the Files

In a telephone conversation with Ben Morrow regarding the 24-inch water main on the south side of the Ross Island Bridge, Mr. Morrow agreed to the removal of this pipe after September 15 with the pipe to be replaced and back in service by May 15 of the following spring. The special provisions for this job should provide a time schedule so that the contractor will be required to do the work involved between the above dates.

Very truly yours,

I. D. Merchant
Bridge Design Engineer

IDM:aa

RECEIVED
MAR 29 1955
FOR FILING

F-156 (4)
4466

NOTED
G. S. PAXSON

March 28, 1955

Mr. C. E. Lovdell
City Lighting Engineer
City Hall
Portland, Oregon

Dear Sir:

I am attaching hereto two prints from our Drawing 6767A showing the proposed layout of the lighting for the ramp at the east end of the Ross Island Bridge. I believe you will find that this conforms to the ideas developed at your conference with Mr. DeSart. I would appreciate it if you would look this over and return one copy with your approval or with any comments that you care to make.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encls.

cc P. M. Stephenson

FORM E-30 25M 8-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1955

SUBJECT:

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Dear Sir:

Accompanying this note are two prints of Drawing 6767-A on which are shown in colored pencil the alterations and additions to the lighting system on the Grand Avenue half viaduct which we propose to make in connection with the Ross Island Bridge east ramp. I have talked to Mr. Lundell, and he appears agreeable to maintaining and operating all the lights in connection with this project. I understood that you would discuss this operation with Mr. Lundell and Mr. Brust on your visit to Portland.

I would appreciate it if Mr. Lundell would approve, note any suggested changes and return one print to our office.

Very truly yours,

D. G. DeSart
Electrical Engineer

DGD:aa

Attachments

NOTED
G. S. PAXSON

RECEIVED

RECEIVED
MAR 2 1955
FOR FILING

F-136

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT
41466

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

March 24, 1955

5976

NOTED
State Highway Engineer

Dear Mr. Baldock:

In company with Mr. Skelton, the division highway engineer, and Fred Fowler, Portland Traffic Engineer, I appeared before the Multnomah County Commission (Commissioners M. James Gleason, Chairman, Jack Bain and Al Brown) this morning in behalf of an improved approach on Ross Island Bridge to accommodate the traffic that comes northbound from McLoughlin Boulevard.

The Commission referred the proposal for a 50-50 sharing of an estimated $36,000 expense to the County Road Department for report expected within one week's time.

The Chairman of the Commission stated, however, that he believes the proposed improvement, not being physically connected to the bridge, is a city rather than a county responsibility. This is an open question to be determined by further inquiry and report.

He added that he believes it to be a state-city responsibility.

Speaking in behalf of the public and as secretary of the Oregon Highway Lifesavers, I have not tried to go beyond emphasis upon the need for improvement of this approach, both for convenience and safety.

The state found it worthwhile to spend approximately $1 million on the west-side approaches to the Ross Island Bridge. The county and the state will together share the expense of a southbound ramp from the bridge to McLoughlin Boulevard. The improvement proposed to accommodate the same stream of traffic off of McLoughlin Boulevard obviously is but a fractional part of the total.

In my own view, it is an essential part of the same job, providing Ross Island Bridge with adequate approaches and exit lanes.

It is my earnest hope that the matter will receive favorable considera-

tion from you and action by the Highway Commission on your recommendation.

Realizing that the delays and hazards incident to the condition of the present approach from McLoughlin Boulevard to Ross Island Bridge represent an actual cost much greater than the capital investment and maintenance incident to improvement, it is my own purpose to assist in support of this job, an undertaking which is a fractional part of the whole.

Sincerely,

Marshall N Dana

R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
MAR 21 1955
FOR FILING

E-156 (1)
4466

March 18, 1955

Mr. Marshall M. Dana
c/o The United States National
Bank of Portland
Portland, Oregon

Dear Mr. Dana:

I have been out of the state and, therefore, have not had the opportunity to reply sooner to your letter of March 10 relative to the east entrance to the Ross Island Bridge.

In the matter of an on-ramp, advise that Mr. Skelton will again confer with the Board of County Commissioners of Multnomah County relative to this matter, and you are most welcome to attend such conference insofar as the Highway Commission is concerned. By copy of this letter, I am requesting Mr. Skelton to advise you when the conference is scheduled.

For the off-ramp from the bridge to McLoughlin Boulevard to accommodate southbound traffic, we plan to call for bids on this structure in May, and the Board of County Commissioners of Multnomah County has pledged financial contribution to the extent of 50 per cent of the cost of this improvement.

I am sure that the Highway Commission will affirm the addition of the on-ramp if the County Commissioners will agree to a contribution of 50 per cent of the cost, estimated to be about $100,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. C. S. Pearson
Mr. A. G. Skelton

WCWjms lg

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

March 10, 1955

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

Thank you for the information contained in your letter of March 7 as to the east entrance to the Ross Island Bridge. Since its receipt, I have discussed the question with Al Brown, Chairman of the Multnomah County Commission, and Colonel Skelton.

These conversations have developed sufficient additional information as to create a desire on my own part to attend the next conference between Colonel Skelton and the members of the County Commission.

The personnel of the Commission has been materially changed since the first discussion was had, and the attitude of the Commission on participation in the question of improvement of the east approach of Ross Island Bridge is susceptible of further clarification. Both Messrs. Brown and Skelton have said that I would be welcome.

Is there now an agreement or a contract between the State Highway Department and the Multnomah County Commission pledging financial contribution by the latter to the off-ramp from Ross Island Bridge to McLoughlin Boulevard for southbound traffic?

Sincerely,

Marshall N. Dana

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
MAR 11 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 1955
FOR FILING

March 7, 1955

Mr. Marshall N. Dana
c/o The United States National Bank
Portland, Oregon

Dear Mr. Dana:

In reply to your letter of March 1 having reference to the east side entrance to the Ross Island Bridge, I am pleased to give you the following information:

We propose to call for bids at the May meeting of the Highway Commission for the off-ramp from Ross Island Bridge to McLoughlin Boulevard for southbound traffic.

As to the on-ramp to provide for the south-to-west movement, nothing definite has been worked out. We worked up a plan which would cost approximately $100,000 for construction and right of way, and on December 30 our Division Engineer, A. G. Skelton, conferred with two members of the Board of County Commissioners, A. L. Brown and Frank Shull. At that time Mr. Brown indicated that the plan was satisfactory, but Mr. Shull and the Roadmaster were of the opinion that it was not a county obligation and that the County should not participate in the cost. It was agreed at that time that a meeting would be held sometime after the first of the year when a new Commissioner had been seated and when all three members could be present.

I am requesting Mr. Skelton to hold a further meeting with the Multnomah County Board of Commissioners to determine whether they are now interested in participating in the improvement of the on-ramp to accommodate the south to westbound traffic.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. M. C. Williams
Mr. A. G. Skelton

WCW:mm lg

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

REFERRED TO
Williams.
By State Highway Engineer
Please prepare
an answer

March 1, 1955

Dear Mr. Baldock:

The subject of this letter is the improvement proposed to the east-side entrance to the Ross Island Bridge....

My letter to you, March 11, 1954, on the above subject . . the favorable expression given by Al Brown, Chairman of the Multnomah County Commission . . the telephone call by F. B. Crandall, State Traffic Engineer (October 15, 1954) . . my discussion with Commissioner Brown that neither of us had heard since from Mr. Crandall, and the expression of hope that the subject might be re-opened.....

In Al Brown's letter of February 16, he says "I sincerely hope that Mr. Baldock will do something as to this, because the Commission felt that the matter of getting traffic from the bridge was a County matter, and made the initial move regarding it; although we have assurance that the Highway Commission will stand half of the expense."

In your letter of February 26 you stated "...two movements at this bridgehead interchange which are causing difficulties, namely, the west-to-south movement and the south-to-west maneuver..." and that "Although both of these movements are the cause of some of our difficulties, our survey indicated that relatively speaking the west-to-south movement was the more critical and should be given priority in consideration."

Subsequently, in your letter of November 4 you stated you had asked for a survey to be made for traffic off McLoughlin Boulevard destined for the Ross Island Bridge, contemplating a larger and longer turn so as to afford a longer merging distance at the east bridge head for traffic destined onto the Ross Island Bridge.

All of the above is written as preface to the inquiry as to the completion of the study and its conclusions. I would appreciate the information.

Sincerely,

Marshall N Dana

Mr. R. H. Baldock
State Highway Engineer

RECEIVED
FOR FILING
FORM E30—50M—4-54—74366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W. C. WILLIAM

Portland, Oregon
December 30th, 1954

SUBJECT: Improvement of Ross Island Bridge Ramp from McLoughlin Blvd.

To: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Under date of December 22, 1954 you wrote concerning the request for improvement of the on-ramp from northbound McLoughlin Boulevard to the Ross Island Bridge. You enclosed a map on which was indicated the construction of a new ramp, which would provide a longer holding area and a merging space. You also enclosed a copy of a letter dated November 8, 1954 from Al L. Brown, Chairman of the Multnomah County Board of County Commissioners.

In accordance with your request, I discussed this proposed improvement with Fred Fowler, City Traffic Engineer, and George Buck, Multnomah County Engineer. Today I presented this matter to the Board of County Commissioners, after discussing this matter with Chairman Brown.

At the County Commission Meeting this morning only Chairman Brown and Commissioner Shull were present. Our plan appears to be satisfactory to Mr. Brown. Mr. Shull had no particular objection to the plan, but stated that he felt that this was a traffic problem in which the state and the City of Portland were primarily interested, and did not feel that the county should participate. He mentioned the fact the county's funds were all allocated, and that there was a possibility that the Morrison Street Bridge and the approaches to the Hawthorne Bridge would exceed the original estimate, so that if the county would participate in this project, it would be necessary to use already allocated county road funds. Mr. George Buck expressed about the same opinions as had been expressed by Commissioner Shull, particularly that this should not be a county obligation.

In my previous discussion of this plan with the County Engineer, the county had a copy of Fred Fowler's plan for this treatment, and they thought Fowler's plan, which is materially cheaper, might be worth further consideration. A copy of this plan is available in H. G. Smith's office. I explained to them the objectionable features, particularly of the drive-in restaurant and the two houses which we would take out under our plan. Fowler's plan contemplates substantially the same connection to McLoughlin Boulevard, but would utilize S. E. Woodward Street and S. E.

7th Avenue as the route of this off traffic from McLoughlin Boulevard to Powell Boulevard. This would eliminate a good share of the right of way cost. Both George Buck and Fowler feel that when this connection is made, southbound left turn traffic should definitely be eliminated. Fowler proposes to turn this traffic north of the viaduct, so that they could take Division Street, which would permit them to come into Powell Boulevard at 7th Avenue if they are going west, and they could come in either on Milwaukie Avenue or S. E. 20th Avenue if they are going east.

There being only two members of the Board of County Commissioners present, no definite action was taken on this matter at today's meeting, and I advised the commission that this matter would be formally presented to them probably some time after the first of the year.

The map forwarded with your letter is being returned herewith. A copy of this map was left with Multnomah County.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams ✓
H. G. Smith
F. B. Crandall

RECEIVED
DEC 23 1954
FOR FILING

Salem, Oregon
December 22, 1954

Mr. A. G. Skelton

Since agreeing last March with the Board of County Commissioners of Multnomah County to construct an off-ramp from Ross Island Bridge to McLoughlin Boulevard southbound, there have been requests for improvement of the on-ramp to accommodate traffic traveling from south to west. Particularly has this been advocated by Marshall Dana and Al L. Brown, Chairman of the Board of County Commissioners. I attach hereto a copy of the last communication from Mr. Brown, which you will find self-explanatory.

I am submitting to you a map on which is indicated construction of a new ramp, which affords a much longer holding area, merging space, and easier turning movement for the on-ramp connection. The estimate of cost, you will note, as indicated on the map, is $100,000.

It is requested that you arrange for a meeting with the Board of County Commissioners or possibly a preliminary meeting with the County Roadmaster and determine whether Multnomah County will agree to add this on-ramp to the over-all project on which they have agreed to share 50 per cent of the cost.

The ultimate solution of the Ross Island Bridge, of course, will be widening, but moneys for such widening to provide additional lanes are not now available, and the plan now prepared can be made to ultimately fit in with the widened bridge. Please take this matter up with the Board of County Commissioners at your early opportunity.

R. H. Baldock

Encl.

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. F. E. Cruzdall

S.E. CLIN

Gravel S

5+53.2

30'

100'

5

6

Reinf. Conc. Wall - Struct.
60' R. of Sta 564+72 to 564+
4"x6" V at 57.5 R. of 564+05
3'-6" Conc. Pipe & 18'-4" C

Exist. Oilbound Macadam.

Concrete Pavement

S.E. IVO

8+18.2

Gravel Street

30'

100'

5

6

7

AVE.

D

10+24.1

6'-6"

20'-2"

1-F. Bldg.

100'

6'-8"

155'

55'-6"

Asph.

Sewer

22'

30'

68'

60'

100'

7

(215')

11+10.8

S.E. DIVISION

ADD.

S.E. 4TH ST

Gravel Street

CLINTON AVE.

N.0°05'15"E.

For Details of Walled Section - See Struct. Dwgs.

Conc. Pav't.

Conc. Pav't.

Conc. Pav't.

Safety Islands

2-4"x16' Pipes thru

2 STRIP CONC.

UNDER VIAD.

EX. CONC. PAVT.

CONC. PAV'T.

I. Bar

Sewer

Asph.

Asph.

Asph.

Asph.

I. P. Lbr. Co.

1-Conc.

Gar.

5' Comb. S.W. & C.

1½ Fr. Ho.

1-10"x6" V

Gar.

1-10"x6" V

1½ Fr. Ho.

1-10"x6" V

1½ Fr. Ho.

1-10"x6" V

5' Comb. S.W. & C.

2-Fr. Ho.

Gar.

Gar.

Conc.

1-6" & Bend

2-Fr. Ho.

45'-6"

1-Fr. Bldg.

5' Comb. S.W. & C.

1-Fr. Ho.

Conc. Wall

1-Fr. Bldg.

1-Sty. Sheet Met.

1-8"x6" V & 1-6" & Bend

1-8"x6" V & 1-6" & Bend

1-Fr. Ho.

18"-4" Conc. Tile

1-8"x6" V & 1-6" & Bend

1-8"x6" V & 1-6" & Bend

5' Comb. S.W. & C.

Sh.

Shed

Gar.

1-Fr. Shed

STONE-STONE CO.

1-Fr. Bldg.

1-8"x6" V

1-8"x6" V

1-8"x6" V

65+67.2 S. END OF VIADUCT

Gravel

Dirt Rd.

Gravel Street

IVON Street

CLINTON Gravel Street

S65

273'-10"

260'-8"

42'-6"

68'

139'

282'

182.5'

119.5'

116'

81'

123'

69.99'

100'

70'

60'

35'

30'

22'

16'-8"

15' R.

40' R.

27' R.

31.42'

94.37'

180'

63'

33'

27'-8"

42'-8"

36'-8"

30'-8"

33'-8"

42'-8"

27'-8"

3 2

10 11

1 2 3 4 5 6 7 8 9 10 11 12

T. 1 S. R. 1 E. W.M.

S.E. 4TH ST.

P.S. 567 + 90.8

N. 89°54'45" W.

ST.

N. 89°41'45" W. 100'

7

30'

30'

30'

RIVER

d Traction Co.

(Ore. City & Estacada Branch)

S.E. WOODWARD ST.

STAIRWAYS TO RIVER FRONT. (CONC.) BY FORCE ORDER.

N. 89°54'45" W.

Sewer

5' Comb. S.W. & C.

2 Fr. Hts.

2 Fr. Hts.

C.R.=10'

S.E. GRAND

560

Curb Rad.=35'
Δ = 81°44'

Red Head Beacons

RAMP

S.W. & C.

Un-improved Street

ST.

KERN'S

562+00 S.END OF WALLED SECTION

5' Comb. S.W. & C.

1-8"x6" Y

1-6" ½ Bend, 21'-6" & 1-8"x6" Y

C.R.=15'

3'-6" Ho. Br.

Gravel

Dirt Rd.

Conc. Pav't.

Asph. C.

"Redhead" Beacons

3'-8" 1-½ Bend

Conc. Pav't.

Asph. C.

506.5 Ahead

Fo Sec

S.E. 6TH

Asphaltic Concrete

Exist. Oilbound Macadom

Street

S.E. CLINTON

Gravel Street

EQUATION P.T. 561+05.8 = 561+06.5 Ahead

Unimproved Street

S.E. TAGGART

House Branch 3'-6" C.M.P.

5' Comb. S.W. & C.

Conc. Pav't.

"Redhead" Beacons

Asph. C.

Conc. Wall

Gravel

Sewer

RAND

GRAND

AVE.

400' Spiral

S = 5°24'

Q = .675

Curb Rad. = 35'

Δ = 81°44'

Curb Rad. = 20'

Δ = 89°13'

Δ = 31°45'

Asphalt

See Struct. Dwgs.

Cone. Wall

Frame Ho.

Brick Ho.

Gravel

Sewer

Conc. Wall

Gravel

Gravel

Gravel

S.E. WOODWARD AVE.

25'

175'

ADD.

N.

S.E. 6TH

Asphaltic Concrete

Existing Asphalt

S.S. Comb'd S.W. & C.

N. 69°-54'-45" W.

0+00

5' Rad. Δ= 58°-15'
Comb Rad.= 20'
14.5 Rad.= 31°-45'

Exist. Oil bound Macadam

Sewer

30'

60'±

S.

S.E. BROOKLYN ST.

S.T. 471.3

Concrete Ave't.

149.4'

396.78'

BLVD.

Conc. Pav't.

5' Comb. S.W. & C.

Δ 16°18'

C.R. 215.0'

"Redhead" Beacons

For Strap & S.W. See Street Plan

Δ = 39°52'

C.R. = 173.66'

1 Bar

2-Fr. Ht.

106.75

46'

4.77'

100' R

Easement

RAFFETY'S

50' R

+20'→

5' Rad. Δ = 58°15'

Curb Rad. = 20'

14.5 Rad. = 31°45'

S.E. 6TH

ST.

5.5' Comb. S.W. & C.

Exist. Asphalt

N. 89°54'45" W.

0+03

4

ADD.

AVE.

S.E. POWELL

S.E. WOODWARD

3

2

1

6

100'

25'

25'

17.5'

17.5'

45'

50'

35'

30'

15'

20'

10'

S.E. BROOKLYN ST.

2°42' C.R.
T.A 14°53'
T.L. 951.2'
R. 2122.1'
ST. 477.5'

Concrete Pav't.

149.4'

R. 1390.0'

Δ: 16°18'
C.R. 215.0'

Δ: 20°25'
Curb R.=220.0'

Δ: 99°16'
Curb R.=102.0'

P.C.S. 557+05.8

P.S.C. 555+54.6

555

Δ: 16°48'

Δ: 3°37'

Δ: 40°32'
C.R.=47.13'

Δ: 78°22'
C.R.=44.0'

Δ: 39°26'
C.R.=24.0'

Conc. Pav't.

Conc. Walk

Red Head Beacons

Red Head Beacons

Inlet Inspection & Flushing Structure Conc.

Inlet Inspection & Flushing Structure Conc.

Inlet Inspection & Flushing Structure Conc.

S.C. 555+54.6

555

ROSS ISLAND BRIDGE

R.W. = 54'

51.625'

19' 19'

57+05.8

RAMP

Curb Rad. = 35'

Δ = 81°44'

Inlet Inst'd

Portland Traction Co.

(Ore. City & Estacada Branch)

S.E. GRAND

161.75'

560

WINDEMUTH ADD.

6 7 9 10

STA. 557+00 END OF PROJECT

S.E. WOODWARD ST.

Sewer

STAIRWAYS TO RIVER FRONT (CONC.) BY FORCE ORDER.

N. 89°54'45" W.

5' Comb. S.W. & C.

S.W. & C.

2 Fr. Hs.

RIVER

ST.

WILLAMETTE

555

P.S.C. 555+54.6

ROSS ISLAND BRIDGE

R.W. = 54'

51.625'

19'

19'

10

9

STA 557+00 END OF PROJECT

S.E. 6TH AVE.

S.E. BROOKLYN ST.

400' Spiral
S. = 5°24'
Q = .675

P.S. 551+54.6

P.S.C. 555+54.6

555

P.C.S. 557+05.8

Curb R. 220.0'
Δ: 20°25'

Δ: 40°37'
C.R.: 471.3'

Δ: 18°22'
C.R.: 440.'

R. 1150.0'

Δ: 39°52'
C.R.: 178.6'

106.78'

394.78'

Concrete Pav't.

2°42' C.R.
T.A 14°53'
T.L. 951.2'
R. 2122.1'
S.T. 477.53'

Reflector Beacons

149.4'

ROS

S.E. POWELL

S.E. 7TH

S.E. BROOKLYN ST.

S.E. 6TH AVE.

BLVD.

RAMP

Concrete Pav.

"Redhead" Beacons

106.75'

394.78'

1484.4'

R=1736'
Δ=39°52'

Grade & Pave	$19,000
Walls	4,500
Total Const	$23,500
R/W	72,500
Landscape	4,000
TOTAL	$100,000

RECEIVED
DEC 4 1954
FOR FILING

F-15 (a)
4466

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1954

SUBJECT: East end Ross Island Bridge
Portland

To:

W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

In accord with instructions, and in cooperation with Mr. Booth, I submit herewith a plan for ramp revisions on the Ross Island Bridge as will better accommodate the heavy movement from south (McLoughlin Boulevard) to the west (Ross Island Bridge).

Basically, the plan contemplates an elongation of the existing loop ramp as will permit better grade and chance for merging acceleration, et cetera, of this south to west movement.

The estimated cost inclusive of construction, right of way, and landscaping is $100,000.

F. B. Crandall
Traffic Engineer

Attachment
FBC:mp

Map mailed to Mr. Crandall at their request

RECEIVED
NOV 23 1954
FOR FILING

Const
Exec.
Maint.
Portland

COUNTY OF MULTNOMAH
office of the
Board of County Commissioners

Portland 4, Oregon

November 8, 1954

REFERRED TO
Williams
By State Highway Engineer
let go it in the proper

Oregon State Highway Commission
Salem, Oregon

Attention: F. B. Crandall, Traffic Engineer

Gentlemen:

Referring to synopsis of information covering the east approach to Ross Island Bridge gone over by Marshall M. Dana, U. S. National Bank, your Mr. Crandall, and the writer, I would say that there is little I might add to the information given you by Mr. Dana.

This is a very worthy project. I commend it to the attention of the Board. The County of Multnomah, I am sure, will cooperate with you to whatever may be necessary. I shall be glad to hear from you as to what action and when this might be undertaken.

Yours very truly,

/s/ Al L. Brown

AL L. BROWN, Chairman
Board of County Commissioners

ALB:fp

copy made 11-10-54 mp

COPY

RECEIVED
NOV 5 1954
FOR FILING

F-11 (4)
4466

November 4, 1954

Mr. Marshall N. Dana
Assistant to the President
The United States National Bank
of Portland
Portland, Oregon

Dear Sir:

I have asked for a survey to be made for traffic off McLoughlin Boulevard destined for the Ross Island Bridge, contemplating a larger and longer turn so as to afford a longer merging distance at the east bridge head for traffic destined onto the Ross Island Bridge.

Very truly yours,

R. H. Baldock
State Highway Engineer

MHB:fp

cc Mr. W. C. Williams
Mr. F. B. Crandall

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

November 3, 1954

Dear Mr. Baldock:

Attached will be a memo covering the visit made to the east approach of Ross Island Bridge by Commissioner Brown, Chairman of the County Commission; Mr. F. B. Crandall, the State Traffic Engineer; and myself.

I hope you will consider our proposition in expression of interest worthy of action in behalf of an improvement that is itself argued for by the hazards, costs, and delays now experienced.

Sincerely,

Marshall N. Dana

R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
NOV 4 1954
OFFICE OF
STATE HIGHWAY ENGINEER

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

November 3, 1954

SUBJECT: East Approach to Ross Island Bridge

PROBLEM: Delays, hazards, and excess costs suffered by traffic routed on northbound lanes on McLoughlin Boulevard to half of the cloverleaf onto the westbound lanes of Ross Island Bridge.

DATE: Wednesday, November 3, 1954.

This spot was visited by F. H. Crandall, Traffic Engineer, State Highway Department; Al. L. Brown, Chairman Multnomah County Commission; and Marshall N. Dana, United States National Bank of Portland.

Inspection and discussion indicated the following:

1. The problem is very real. It involves the movement of about 4500 vehicles a day; all of them subject to delay; to extra wear on tires and equipment due to the grade; and to delay and hazard due to the difficulty of threading into the westbound streams of traffic from Powell Boulevard.

2. It was agreed the ideal solution would be an additional westbound lane on Ross Island Bridge. This cost and time required for construction renders difficulty. An expedient solution would be the construction of a merging lane running out upon the bridge structure. This could be

accomplished with comparatively little disturbance of terrain.

Comment was made that after the new ramp to accommodate eastbound traffic onto southbound lanes of McLoughlin Boulevard is constructed, a certain amount of space now used in the semi-cloverleaf off of the bridge could be used in deflecting the westbound traffic from Powell Boulevard onto Ross Island Bridge. This is an engineer's solution and we mention it only in passing.

Also mentioned, was the possibility that a new routing might be found for traffic off of McLoughlin Boulevard destined for Ross Island Bridge by using additional property for a widened turn and a longer run for the purpose of merging with the now-conflicting traffic.

PROPOSITION: We propose that the State Highway Department Engineering Division make a study of the problem at the east approach to Ross Island Bridge and outline alternate solutions for further consideration and ultimate action.

We suggest that the expedient would be far better than the present situation which is costly and dangerous. We repeat the axiom that if a thing is needed, we pay for it whether we get it or not, and we certainly are paying for it now without the improvement and getting a great deal of penalty.

We ask for early authorization of an engineering study.

Marshall N. Dana

Marshall N. Dana
Assistant to the President
United States National Bank

RECEIVED
OCT 27 1954
FOR FILING
F-156 (4)
4466

October 25, 1954

Mr. Marshall N. Dana
c/o The United States National Bank
Portland, Oregon

Dear Mr. Dana:

Please pardon my delay in answering your letter of October 15, as this is my first day in the office for three weeks.

I have asked Mr. Crandall to see you about the Ross Island Bridge design concerning which you spoke some time ago.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. F. B. Crandall

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

October 15, 1954

Dear Mr. Baldock:

On March 11, 1954, I wrote to you concerning an improvement of the east side entrance to the Ross Island Bridge on the semi-cloverleaf from McLoughlin Boulevard.

I related to you that Al Brown, Chairman of the Multnomah County Commission, had expressed himself favorably toward this proposal.

Subsequently I had a telephone call from F. B. Crandall, the State Traffic Engineer, saying that within a very short time he would ask me, in company with him, to visit Ross Island Bridge and look the situation over on the ground.

Yesterday, October 14, I discussed with Commissioner Brown the fact that neither of us had heard since from Mr. Crandall, nor had the subject been further discussed with you or him.

May I now join Mr. Brown in expressing the hope that this subject will be revived and the original plan will be followed and within a period that will denote it as current enterprise rather than transportation history.

Sincerely,

Marshall N Dana

R. H. Baldock
State Highway Engineer
Salem

Personal

RECEIVED
FOR FILING
E 136 pl
4466

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1954
SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

RECEIVED
APR 28 1954
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Sir:

Referring to your letter of April 19, 1954 re Fowler's tentative plan for connections at the easterly end of the Ross Island Bridge and other facilities in that area, this matter was presented to Mr. Williams and it is his instruction that we do nothing with this proposition at this time. I believe that it is his feeling that this is more of a City matter than one involving the State, however he does not wish to include it as a part of our Ross Island Bridge ramp project nor does he wish to have negotiations started with the City at this time.

I am having the negative and prints that you wished made and they will be forwarded to you in the near future.

Very truly yours,

H. G. Smith
Construction Engineer

By
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

F- 156 U

4/1/66

Salem, Oregon
March 19, 1954

SUBJECT: Correspondence of Marshall Dana
Re', East End of Ross Island Bridge

To: R. H. Baldock
State Highway Engineer
Office

I am returning herewith letter of March 11 last, which you received from Mr. Marshall Dana on the matter of treatments at east end of Ross Island Bridge. As per my conversation with you this date, I did in accord with your instructions talk with Mr. Dana on the phone in an effort to explain our reasoning and the reason why we could not at this time launch into a heavy money project to better care for the McLoughlin to bridge movement which he seems so concerned about. It was granted in my conversation with him that the particular unit of work which he is so concerned with is one which was, in cooperation with Mr. Fowler's office, being given consideration looking to development at some future date when funds were available. I did not have any great success with him in pointing out that any deceleration and merging lane should have a lineal run of 400 to 500 feet as against the some 100 feet which he felt was adequate.

At the close of my phone conversation, it was indicated that some time when you were in Portland and going over possible treatments with Mr. Fowler's office, he would be given an opportunity to look in or at least be apprised of what direction the thinking was taking. I believe that with this, no further acknowledgment needs to be given Mr. Dana's most recent letter of March 11.

F. B. Crandall
Traffic Engineer

FBC:as

Attachment

RECEIVED
MAR 22 1954

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

March 11, 1954

Dear Mr. Baldock:

With reference to the east approach to the Ross Island Bridge and the proposed improvement thereof, I am in receipt of a letter from Al Brown, Chairman of the Multnomah County Commission, copy of which will be enclosed.

Mr. Brown, you will notice, concurs in the suggested improvement of the east approach of Ross Island Bridge which accommodates northbound traffic moving off McLoughlin Boulevard onto the bridge.

I have profound respect for your ability as an engineer, but I am having difficulty with the proposal voiced in your letter of February 26, "...we must take first things first in the programming of improvements." I do not dissent from the general application of this axiom.

But, from a layman's point of view, it would appear that the whole improvement at the east Ross Island bridgehead could be made a single unit with an economy in contract cost in prospect thereby.

After all, the facilitating of north to west traffic involves limited construction at cost comparatively little when compared with the ramp proposed to aid the west to south traffic.

Would you be kind enough to consider the improvement in the light of this statement? In the third paragraph of your letter of February 26, you refer to "The south-to-west movement..." I think you mean north-to-west, for that more literally describes the traffic affected by my suggestion.

Sincerely,

Marshall N Dana

R. H. Baldock
State Highway Engineer
Salem

RECEIVED

FOR FILING

COMMISSIONERS

F. L. SHULL
M. JAMES GLEASON
AL L. BROWN

F-156 (4)

4466

Portland 5976

COUNTY OF MULTNOMAH

OFFICE OF THE
BOARD OF COUNTY COMMISSIONERS
PORTLAND 4, OREGON

March 5, 1954

Oregon State Highway Commission
Salem, Oregon

Mr. Geo. W. Buck
Roadmaster
2115 SE Morrison Street
Portland 15, Oregon

NOTED

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held March 4, 1954, the following action was taken:

Letter, Oreg St Highway Com advising that the said Commission unanimously accepted the proposal of Mult Co that the state join with Mult Co on an equal basis in the construc of a ramp leading from the E end of the Ross Island Bridge to a connec with McLoughlin Blvd, and authorized the St Highway Engineer to proceed in conformity therewith

ORDERED that receipt of said letter be acknowledged and copy sent to Roadmaster for his information.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Sylvia R. Ross
Clerk of Board

DD
Enc. 1 - Roadmaster

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FOR FILING

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41466

2/24/54
3f

March 3, 1954

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon

Gentlemen:

The members of the State Highway Commission at its meeting last week discussed further your proposal that the State join with Multnomah County on an equal basis in the construction of a ramp leading from the east end of the Ross Island Bridge to a connection with McLoughlin Boulevard so as to facilitate movements of east and south bound traffic and that the work be done this year.

You will be pleased to know that the Commission as a result of discussion unanimously accepted your proposal and authorized the State Highway Engineer to proceed in conformity therewith.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

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MAR 2 1954
FOR FILING

F 156 (4)
4466

5976

February 26, 1954

Mr. Marshall N. Dana
Assistant to the President
The United States National Bank
Portland, Oregon

Dear Mr. Dana:

This will acknowledge your letter of February 15 citing the traffic situation at the east end of the Ross Island Bridge and suggesting certain means of improvement.

As you point out, there are two movements at this bridgehead interchange which are causing difficulties; namely, the west-to-south movement, and the complement of this, or south-to-west maneuver. I might state that we recently made a rather comprehensive survey to determine the relative congestion and difficulties being experienced between the two movements in question. Although both of these movements are the cause of some difficulties, our survey indicated that relatively speaking the west-to-south movement was the more critical and should be given priority in consideration. This west-to-south traffic, of course, is the movement which would be directly accommodated by the projected right-turn ramp. The transference of this heavy turning movement to the proposed ramp would permit an allocation of more "green time" to the through northbound traffic on McLoughlin and the north-to-east movement over the Ross Island Bridge at the intersection on McLoughlin just south of the bridge. The lack of sufficient "green time" for these movements is the basic cause for queue-up of vehicles for McLoughlin south of the intersection during rush-hour periods.

The south-to-west movement will be improved when the proposed ramp is built. Let's view it then. With an overriding financial control, we must take first things first in the programming of improvements.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall

FBC:as fp

c o p y

Collaborate

County of Multnomah

Portland 4, Ore.

February 16, 1954

Mr. Marshall N. Dana
Assistant to the President
UNITED STATES NATIONAL BANK
321 S. W. 6th Avenue
Portland, Oregon

Dear Marshall:

I have your letter of the 15th addressed to Mr. Baldock, together with a copy to myself. I know whereof you speak in the matter of taking care of west bound passengers, who have been traveling northward on the McLoughlin Highway.

I sincerely hope that Mr. Baldock will do something as to this, because the Commission felt that the matter of getting traffic from the bridge was a County matter, and made the initial move regarding it; although, we have assurance that the Highway Commission will stand half of the expense.

The protection given traffic from McLoughlin Boulevard going west on the bridge is, as you say, regrettable. The only thing one can hope for is to catch a gap occasioned by a red traffic light down at Milwaukie, that will give a chance to mesh in other cars traveling westward.

I trust that Mr. Baldock will act favorably on this matter. I am sure that our Commission will very enthusiastically support such a plan. I am glad to hear from you, more so to tell you that I hope we can do something about this matter.

Very sincerely yours,

Al L. Brown, Chairman
Board of County Commissioners

alb:fp

REFERRED TO
Crandall
By State Highway Engineer
Please see me.

RECEIVED
MAR 12 1954
TRAFFIC ENGINEER

RECEIVED
FEB 19 1954
FOR FILING

Asst
Projects
Maint.
Portland

VITE

February 18, 1954

Mr. Ben H. Chandler, Chairman
Oregon State Highway Commission
Coos Bay, Oregon

Roas Lake
Br.

Mr. Chas. H. Heyvaldt
State Highway Commissioner
La Grande, Oregon

Gentlemen:

Attached hereto is a letter that I wrote on February 11 and transmitted first to Mr. Nalver. I talked to each of you on the phone about it.

Mr. Nalver wrote back that he concurred fully with my recommendation that we accept the offer of Multnomah County to put up half of the cost of this bridge rasp, the work to be done this year. I understood from my phone conversation with you that you would go along with Mr. Nalver in his decision; therefore, we have contacted Multnomah County and are preparing a contract by and between the Highway Commission and the County.

Very truly yours,

H. H. Baldock
State Highway Engineer

HHB:hl
Encl.
cc Mr. G. S. Paxson
Mr. C. H. Maison

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

BR 8441

February 15, 1954

ASSIGNMENT

Date: Feb. 18, 1954 No. 5976 By PHB

Description: Letter 2-15-54 from Marshall N Dana about Rose Island bridge ramp.

Acknowledged by____ Referred to Crandall

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr._____
__ Contact correspondent and report
x Prepare an answer and tell him why this work will not work.

Remarks:

Executed 2-19-54 Report Received_____

Dear M

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the sc

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with i ... completion.
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FEB 19 1954
TRAFFIC ENGINEER

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

MARSHALL N. DANA
ASSISTANT TO THE PRESIDENT

BR 8441

February 15, 1954

Dear Mr. Baldock:

A few days ago, the newspapers carried a story of the plan to construct a ramp leading from Ross Island Bridge directly to the southbound lanes of McLoughlin Boulevard.

It is an admirable project which has my unreserved support and, with it, my hope that the near future will witness its completion. But, while you are building the ramp to relieve the evening traffic congestion on Ross Island Bridge and to expedite delivery of traffic to McLoughlin Boulevard, why not do the whole job at the east end of Ross Island Bridge?

I refer to the semi-clover-leaf approach used by northbound traffic leaving McLoughlin Boulevard to get on Ross Island Bridge.

This, in the morning, is the same congested traffic that clogs the Ross Island Bridge in the evening. Very frequently the lanes making the right-hand turn seeking to get onto the bridge will be projected into the traffic lanes on McLoughlin Boulevard waiting a chance. This often happens to me since I use Ross Island Bridge twice a day.

On many occasions it requires as much time to get from the intersection of 17th with McLoughlin Boulevard onto the bridge as it does to drive the total distance from my home in northern Clackamas County to 17th street. Indeed the elapsed time trying to get onto the bridge from a point near the turn is often nearly as great. Moreover the thrusting of cars from McLoughlin into the westbound traffic stream from Powell at the bridge approach is a hazardous and dismaying experience.

RECEIVED
FEB 1 ? 1954
TRAFFIC ENGINEER

RECEIVED

BR 8441

Drivers from the westbound traffic from Powell only rarely show enough courtesy of the road to allow the cars from McLoughlin to enter, thus the long waits.

Then, when one does move forward, the swiftly dashing vehicles threaten collision before one can mesh into the westbound traffic streams onto the bridge.

The ideal corrective, of course, would be a third lane for rush hours. But, since this is out of the question, to my layman's mind, a very real solution would be to build an extra entry lane so that cars from McLoughlin would be parallel to the other traffic stream as they weave into the total traffic crossing Ross Island Bridge westbound.

If there is argument for a ramp to augment the east-southbound traffic involved with Ross Island Bridge and McLoughlin Boulevard, there is an equally convincing argument for improvement for correction of the westbound approach from McLoughlin.

I sincerely trust that this request may have your favorable consideration and be sure of my own cooperation in securing expression of favorable public opinion.

Sincerely,

Marshall N. Dana

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED

RECEIVED
FEB 17 1954
FOR FILING
GEORGE W. BUCK
ROADMASTER
COUNTY ENGINEER

F-156 (4)
4166

COUNTY OF MULTNOMAH
OFFICE OF THE ROADMASTER
2115 S. E. MORRISON ST.
PORTLAND 15, OREGON

BR 8441

February 15, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:-

The Board of County Commissioners unanimously agreed with the idea of building a ramp at the east end of the Ross Island Bridge connecting McLoughlin Boulevard providing that the State would share the cost.

We are aware of the fact that this came up before your commission at the last meeting but due to one reason or another the decision was postponed until this coming meeting, as I understand it. As far as this department is concerned we feel that the project is of vital importance and a great public necessity, and anything that you can do to assist us in getting this project approved by your commission will be appreciated.

For your information we are enclosing traffic count taken at this location recently. Further, it is our understanding that Mr. Fred Fowler, City Traffic Engineer, has a plan worked out whereby both left turn movements from the southbound lane on McLoughlin Blvd. can be eliminated which would then permit a free flow of northbound traffic on McLoughlin Blvd. at this location.

Yours very truly,

P. C. NORTHROP
Ass't. Roadmaster

PCN/sw
2 encs.

RECEIVED
FEB 16 1954

TRAFFIC COUNT TAB

SE. McLOUGHLIN BLVD. & R. I. Br. Approach

ON _____ (?) _____

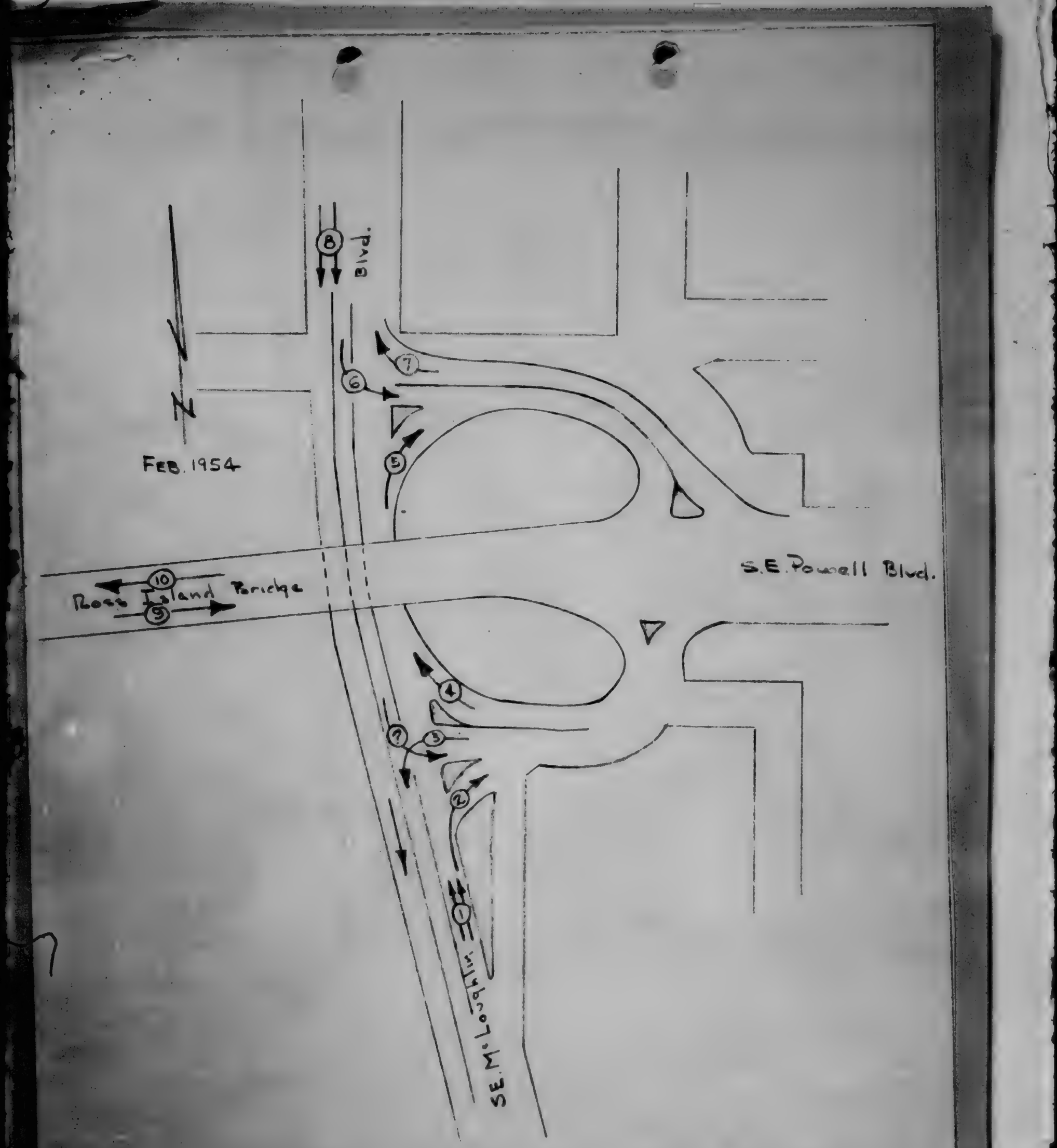
Date: 2/1/51

Day: MON

Weather: FAIR

	1	2	3	4	5	6	7	8
P.M.								
7-8	391						51	
8-9	[illegible]						32	
9-10							49	
10-11								
11-12								
P.M. 12-1							69	
1-2								
2-3								
3-4								
4-5							77	
5-6								
6-7							77	
7-8							43	
8-9	343				167		20	
9-10								
10-11								
11-12								
A.M. 12-1								
1-2								
2-3								
3-4								
4-5								
5-6								
6-7								
TOTAL								
GRAND TOTAL								

Position No. 9 - 18,246 Position No. 10 - 19,528


N
FEB. 1954
S.E. 174th BLVD.
S.E. Powell Blvd.
Ross Island Bridge
S.E. McLoughlin
1
2
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10

February 11, 1954

Oregon State Highway Commission

Gentlemen:

In the Summary of Unfinished Business, Item 8, appears the proposal of Multnomah County that the State of Oregon and the County share equally the cost to construct a ramp at the east end of the Hayden Island Bridge to facilitate southbound traffic. This request was presented by the Board of County Commissioners on January 22, 1954, and the matter was taken under advisement by you.

This item appears in the five-year program to be performed with federal-aid funds in the calendar year 1956. It is estimated in the tabulation to cost $600,000. A more recent estimate is slightly under that to the equivalent of $575,000.

In connection with the projected west-to-south ramp at the east end of the Hayden Island Bridge, the question was raised at the meeting as to whether or not the complement of this movement; namely, from south to east, is more critical. The first movement—the one from south to west—would take place in the evening; the movement south to east, in the morning. I have made an investigation of the situation and will report to you herein.

A rather complete traffic count was made at this bridge head on a week day in May, 1953, and I doubt if a more recent count would show any great variance in the traffic pattern. Based on this count, the south-to-east movement showed a traffic volume of 4,296, with a peak-hour flow occurring between 8:00 a.m. and 9:00 a.m. amounting to 443 vehicles. This is the morning movement. On the movement from west to south, which is the evening movement, the 24-hour volume was 4,414, with the peak hour occurring between 5:00 p.m. and 6:00 p.m. amounting to 613 vehicles. There is 40 per cent more traffic in the peak hour in the evening than in the morning. It is generally true in Portland that the evening peak flow is higher than the morning peak flow.

To supplement this traffic count, on Monday and Tuesday, February 1 and 2, 1954, field observations were made during the morning and evening peak-hour period to determine the relative "head up" for the two movements. The observations of this study are tabulated below:

Interchange Leg	Time Limits	Length of Queue (feet) Maximum	Average	Duration
Ross Island Bridge	5:00 - 5:45 p.m.	1,325	650	45 min.
S. E. McLoughlin Blvd.	7:35 - 7:50 a.m.	1,400	425	15 min.

The queue on the Ross Island Bridge represents the evening peak load, and the queue on McLoughlin Boulevard represents the morning peak load. The queue of traffic on McLoughlin Boulevard during the morning peak hour was found by inspection to be definitely due to the congested situation traceable to the buildup of the traffic signal and not due to a build-up of traffic on the ramp to blend into the Powell Boulevard traffic.

This is the same signal control that bothers the evening peak load, which indicates that the building of the proposed ramp from Ross Island Bridge to McLoughlin Boulevard for southbound traffic would not only materially benefit the evening flow but likewise the morning flow.

The check on accident records for the year, through the first 11 months of 1953, shows 35 accidents involving vehicles moving from the bridge to McLoughlin Boulevard on the south through this signalized intersection which would be eliminated, with the exception of a minor movement from Union Avenue to Powell Boulevard, by the building of this ramp. In the south leg, McLoughlin Boulevard, there were some 90 rear-end collisions which should be materially decreased through the construction of the bridge ramp.

The morning movement might be further improved by the installation of a light at the approach ramp from McLoughlin to Powell, which deserves some further study. Likewise, major improvement could be made by the widening of the Ross Island Bridge to permit a flow of three lanes in the morning, westbound, and three lanes in the evening, eastbound. It is too dangerous to do this on the present four narrow lanes. One sidewalk could be eliminated and, by certain changes in the bridge structure, about five feet of additional area could be obtained for the moving lanes, which would be enough to permit this movement. However, this is quite an expensive job and we do not even have an estimate of its cost.

It is my opinion that the building of the ramp from the Ross Island Bridge loading traffic south on McLoughlin Boulevard will materially eliminate the evening congestion and will, likewise, decrease the morning congestion. The data that I have given you indicate this rather conclusively. I am sure that if I made more extensive surveys they would merely bear out the statements I have made.

We have this project stated in the program definitely for 1956. The Multnomah County Commissioners have agreed to put up half of the cost if it is done this year. We have enough saving made in our construction in Division 1 to do this work, and I would most earnestly recommend you give your favorable consideration to accepting the offer of Multnomah County.

Very truly yours,

cc Mr. G. S. Paxson
Mr. C. H. Maison

R. H. Baldock
State Highway Engineer

FORM E-20 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1954

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MAR
FOR FILING

Hartford Fire Insurance Company

Commerce Investment Inc
Phone CA 1811
Commerce Building
S. W. Broadway at Oak
PORTLAND, OREGON

Carl
Projects
Planning - Portland

Sam sorry to have been so much bother about this

Mac M.

SUBJECT: Comparative Peak-Hour Congestion
East End of Ross Island Bridge

south ramp at east end of Ross Island
sed as to whether or not complement of
not the more critical and, therefore,
u requested that field investigation
what the comparative situation is as
n question.

at this bridgehead interchange on
more recent count would show any
ased on afore-mentioned count, the
olume of 4296 with the peak-hour
A.M. and amounting to 443 vehicles.
t, 24-hour volume was 4116 with
5:00 P.M. amounting to 613 vehicles
ondition on the latter movement
, be deserving of somewhat higher
eing the one that would be accom-
ctional ramp. You will note that
24-hour volumes on the two
6:00 P.M. is the greater by some
he higher evening peak flow is
a.

field observations were made
o determine the relative "back-up"
of concern. The summary results of this
are tabulated below and are shown diagrammatically in Exhibit B attached.

Interchange Leg	Time Limits	Length of Queue(Feet) Maximum	Average	Duration
Ross Island Bridge	5:00 - 5:45 P.M.	1325	650	45 Min.
S.E. McLoughlin Blvd.	7:35 - 7:50 A.M.	1400	425	15 Min.

The back-up situation is also pictured in series of photographs as per Exhibit C. In terms of average length of back-up and duration thereof, it is evident that the situation on the bridge proper during the evening peak-hour (average 650 foot back-up and 45 minute duration) is more severe than the situation on McLoughlin Boulevard during the morning peak-hour (average 425 foot back-up and 15 minute duration).

FORM E-20 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1954

SUBJECT: Comparative Peak-Hour Congestion
East End of Ross Island Bridge

To: R. H. Baldock
State Highway Engineer
Office

In connection with the projected west to south ramp at east end of Ross Island Bridge, question has apparently been raised as to whether or not complement of this movement, namely south to east, is not the more critical and, therefore, should be given prior consideration. You requested that field investigation be made to determine quantitatively just what the comparative situation is as between the two complementary movements in question.

A rather complete traffic count was made at this bridgehead interchange on a weekday in May, 1953, and I doubt if a more recent count would show any great variance in the traffic pattern. Based on afore-mentioned count, the south to east movement showed a 24-hour volume of 4296 with the peak-hour flow occurring between 8:00 A.M. and 9:00 A.M. and amounting to 443 vehicles. On the complement or west to south movement, 24-hour volume was 4116 with peak-hour occurring between 5:00 P.M. and 6:00 P.M. amounting to 613 vehicles (Refer Exhibit A). The higher peak-hour condition on the latter movement would, on the basis of traffic volume alone, be deserving of somewhat higher priority consideration, and this movement being the one that would be accommodated by the projected west to south directional ramp. You will note that notwithstanding the approximately equivalent 24-hour volumes on the two movements, the evening peak between 5:00 and 6:00 P.M. is the greater by some 50% as compared to the morning peak-hour. The higher evening peak flow is generally the case in the Portland urban area.

On Monday and Tuesday, February 1 and 2 last, field observations were made during the morning and evening peak periods to determine the relative "back-up" of vehicles for the two movements of concern. The summary results of this study are tabulated below and are shown diagrammatically in Exhibit B attached.

Interchange Leg	Time Limits	Length of Queue(Feet) Maximum	Average	Duration
Ross Island Bridge	5:00 - 5:45 P.M.	1325	650	45 Min.
S.E. McLoughlin Blvd.	7:35 - 7:50 A.M.	1400	425	15 Min.

The back-up situation is also pictured in series of photographs as per Exhibit C. In terms of average length of back-up and duration thereof, it is evident that the situation on the bridge proper during the evening peak-hour (average 650 foot back-up and 45 minute duration) is more severe than the situation on McLoughlin Boulevard during the morning peak-hour (average 425 foot back-up and 15 minute duration).

With respect to the queue up on McLoughlin Boulevard during the morning peak condition, field observation definitely indicated that the direct cause of the back-up is not by reason of build-up of traffic on the ramp waiting to break into Powell Boulevard traffic, but rather is this congested situation traceable to hold-up at the traffic signal. First reaction to this might be that we should give more green time to the through northbound on McLoughlin; however, any additional time would have to be taken away from traffic from Ross Island Bridge moving south on McLoughlin on this same signal--in other words it is a question of where you want to throw the congestion, i.e. on McLoughlin Boulevard or on the bridge. With construction of the projected right turn ramp off the bridge, the signal could then be retimed to give considerable additional green time to the northbound McLoughlin traffic and thereby ease the situation considerably.

A check of accident records for the year 1952 through the first eleven months of 1953 shows some 35 accidents involving vehicles moving from the bridge to McLoughlin on the south through the signalized intersection which would be eliminated with construction of the projected right turn ramp off the bridge. On the south leg (McLoughlin Boulevard) of this signalized intersection, there was some 90 rear-end collisions, which situation could probably be improved in part through construction of the bridge ramp and the opportunity thereby to increase the green time allotted to this northbound McLoughlin traffic.

Turning to possible remedial measures resulting from the south to west movement, Fred Fowler has given some thought in the past looking to betterment through signalization, such signal to be installed on top side where the movement in question has to get into the westbound bridge traffic. I believe that something might be accomplished through signalization although I did not, at the time of discussion with Mr. Fowler, check him on the design and operational features of his plan. If my recollection serves me right, Mr. Fowler had in mind to put in a section of divider to separate the two westbound lanes on Powell at the ramp terminal with the center westbound lane allowed to move at all times on green arrow with intermittent stopage of the westbound curb lane to permit entry of traffic from the ramp. Transverse roadway distance at the bridgehead is pretty "tight" (nine-foot lanes on the bridge) such as I would be very hesitant to attempt to place a raised divider along the lane line. I believe a better method of signalization would be to forego any island installation and put in a semi-actuated signal. Such plan would, of course, with actuation from the ramp traffic, stop both westbound lanes on Powell. To take a little of the "curse" out of such situation, we could interconnect this signal with the existing one at Powell and Milwaukie intersection which would permit an over-riding control whereby the ramp traffic at the bridge would come in only "on band" with a predetermined speed progression between the two signals.

F. B. Crandall
Traffic Engineer

FBC:as

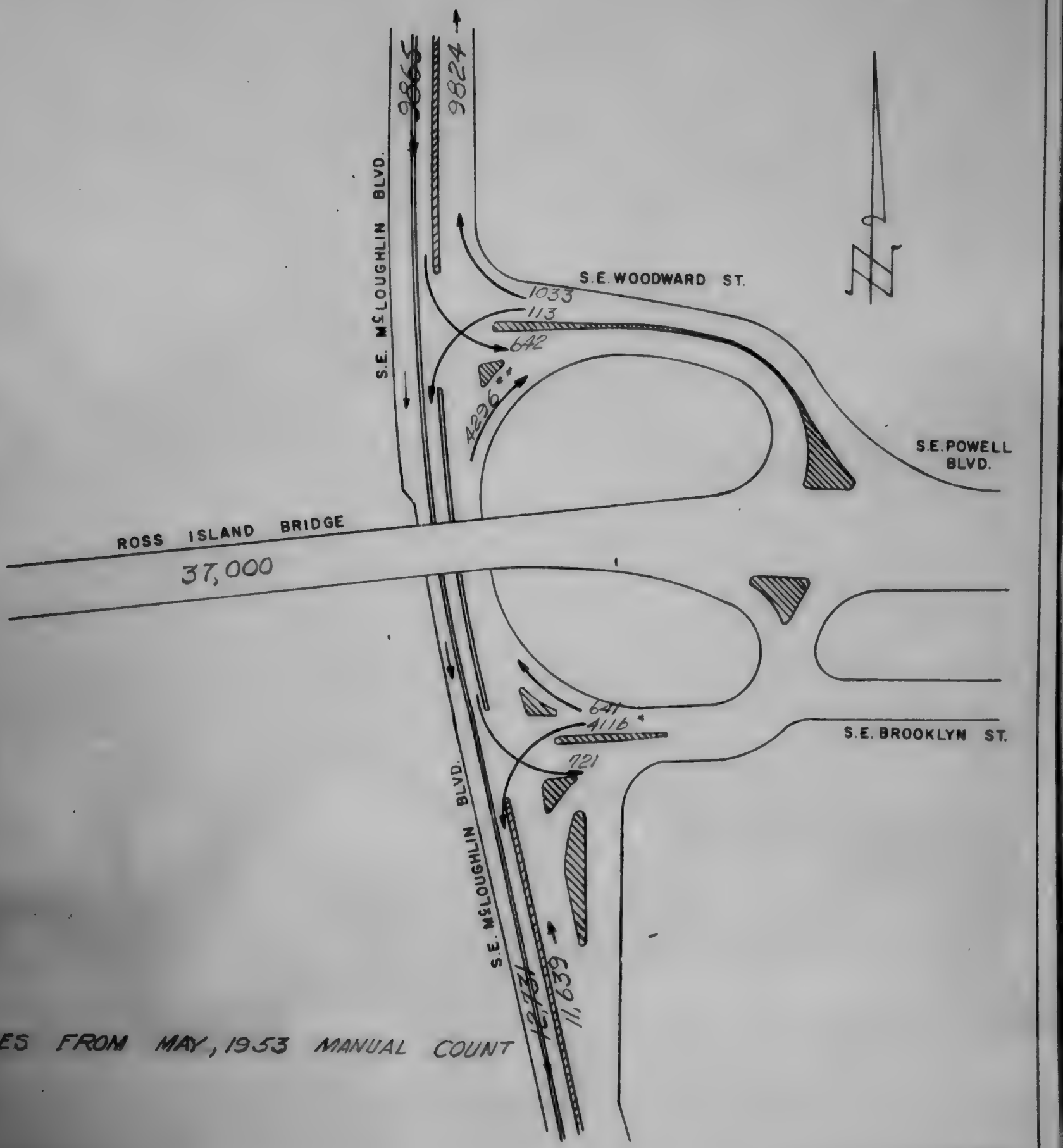
Attachments

RECEIVED
FEB 10 1954
STATE ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

OSS ISLAND BRIDGE
EAST CONNECTIONS
PORTLAND

February, 1954



VOLUMES FROM MAY, 1953 MANUAL COUNT

EXHIBIT - A

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

OSS ISLAND BRIDGE
EAST CONNECTIONS
PORTLAND

February, 1954

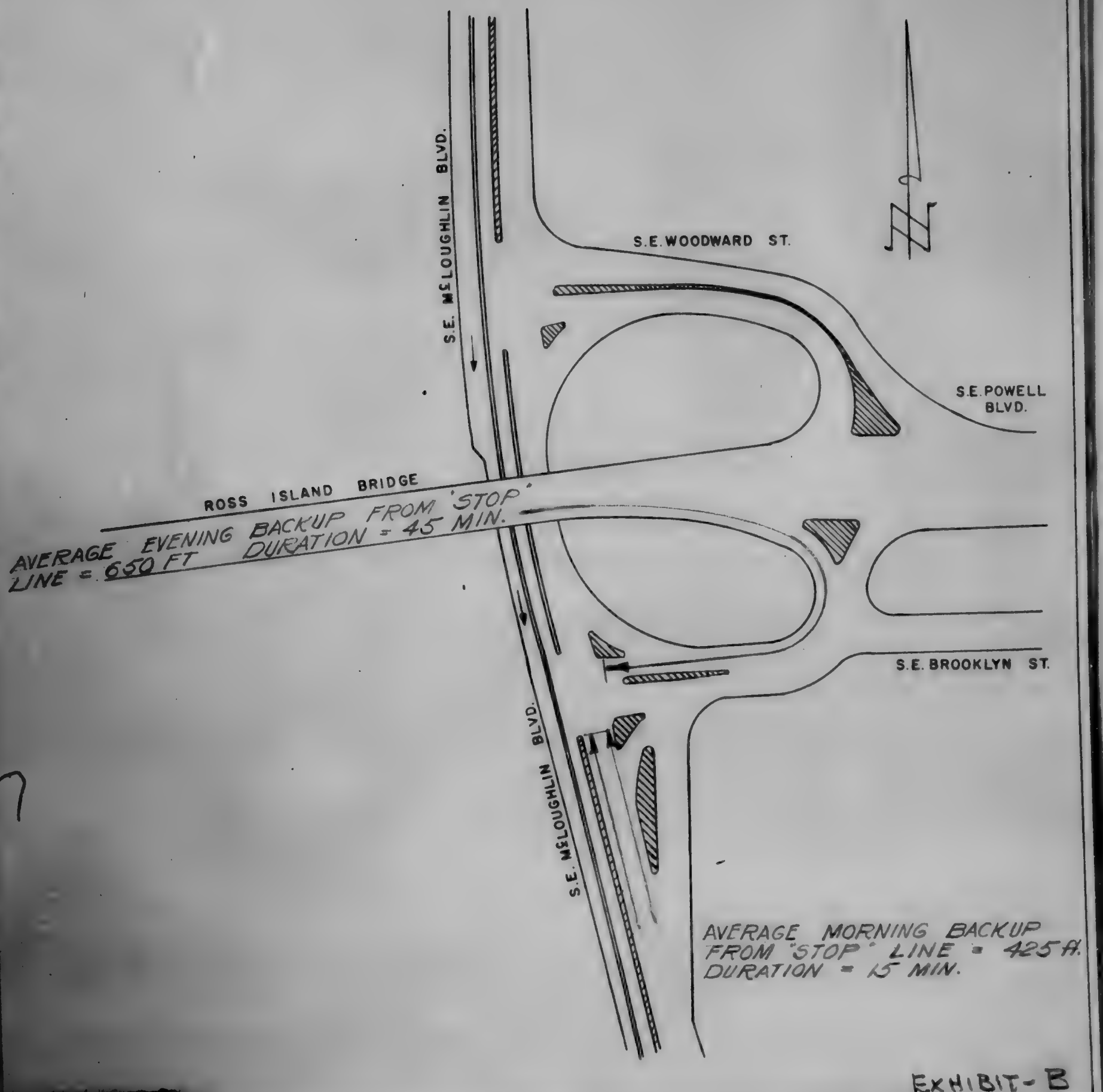

S.E. McLOUGHLIN BLVD.
S.E. WOODWARD ST.
S.E. POWELL BLVD.
ROSS ISLAND BRIDGE
AVERAGE EVENING BACKUP FROM 'STOP' LINE = 650 FT DURATION = 45 MIN.
S.E. BROOKLYN ST.
S.E. McLOUGHLIN BLVD.
AVERAGE MORNING BACKUP FROM 'STOP' LINE = 425 FT. DURATION = 15 MIN.

EXHIBIT - B

TYPICAL VIEWS
Ross Island Bridge

1. Looking south on McLaughlin Boulevard at 4:50 p.m.
2. Looking south on McLaughlin Boulevard at 4:50 p.m.
3. Looking south on McLaughlin Boulevard at 4:50 p.m.
4. Looking south on McLaughlin Boulevard at 7:45 a.m.
5. Looking south on McLaughlin Boulevard at 7:45 a.m.
6. Looking west on Ross Island Bridge at 5:10 p.m.
7. Looking west on Ross Island Bridge at 5:10 p.m.
8. Looking west on Ross Island Bridge at 5:10 p.m.

EXHIBIT - C

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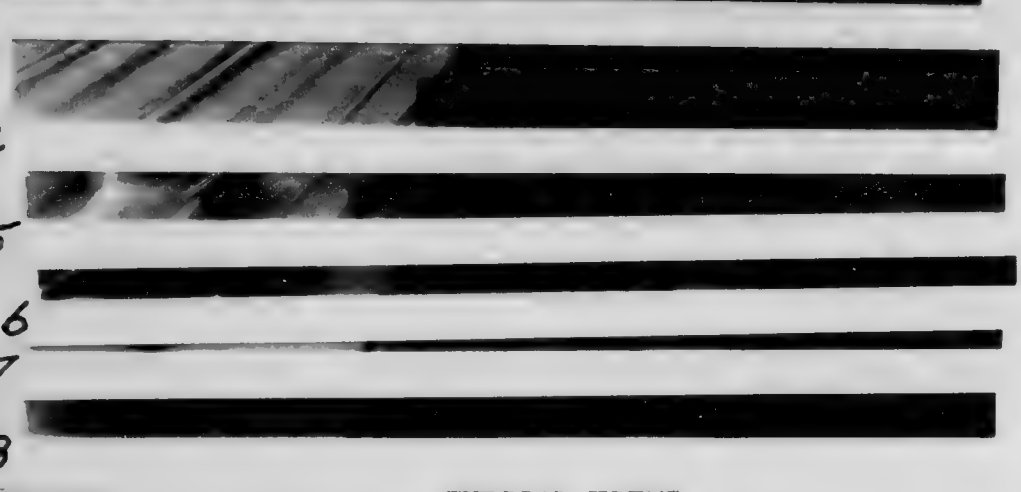
TYPICAL VIEWS
Ross Island Bridge

1. Looking south on McLaughlin Boulevard at 4:50 p.m.
2. Looking south on McLaughlin Boulevard at 4:50 p.m.
3. Looking south on McLaughlin Boulevard at 4:50 p.m.
4. Looking south on McLaughlin Boulevard at 7:45 a.m.
5. Looking south on McLaughlin Boulevard at 7:45 a.m.
6. Looking west on Ross Island Bridge at 5:10 p.m.
7. Looking west on Ross Island Bridge at 5:10 p.m.
8. Looking west on Ross Island Bridge at 5:10 p.m.

EXHIBIT - C

3



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TYPICAL VIEWS
Ross Island Bridge

1. Looking south on McLaughlin Boulevard at 4:50 p.m.
2. Looking south on McLaughlin Boulevard at 4:50 p.m.
3. Looking south on McLaughlin Boulevard at 4:50 p.m.
4. Looking south on McLaughlin Boulevard at 7:45 a.m.
5. Looking south on McLaughlin Boulevard at 7:45 a.m.
6. Looking west on Ross Island Bridge at 5:10 p.m.
7. Looking west on Ross Island Bridge at 5:10 p.m.
8. Looking west on Ross Island Bridge at 5:10 p.m.

EXHIBIT - C

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TYPICAL VIEWS
Ross Island Bridge

1. Looking south on McLaughlin Boulevard at 4:50 p.m.
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8. Looking west on Ross Island Bridge at 5:10 p.m.

EXHIBIT - C

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TYPICAL VIEWS
Ross Island Bridge

1. Looking south on McLaughlin Boulevard at 4:50 p.m.
2. Looking south on McLaughlin Boulevard at 4:50 p.m.
3. Looking south on McLaughlin Boulevard at 4:50 p.m.
4. Looking south on McLaughlin Boulevard at 7:45 a.m.
5. Looking south on McLaughlin Boulevard at 7:45 a.m.
6. Looking west on Ross Island Bridge at 5:10 p.m.
7. Looking west on Ross Island Bridge at 5:10 p.m.
8. Looking west on Ross Island Bridge at 5:10 p.m.

EXHIBIT - C

6
7
8

TYPICAL VIEWS
Ross Island Bridge

1. Looking south on McLaughlin Boulevard at 4:50 p.m.
2. Looking south on McLaughlin Boulevard at 4:50 p.m.
3. Looking south on McLaughlin Boulevard at 4:50 p.m.
4. Looking south on McLaughlin Boulevard at 7:45 a.m.
5. Looking south on McLaughlin Boulevard at 7:45 a.m.
6. Looking west on Ross Island Bridge at 5:10 p.m.
7. Looking west on Ross Island Bridge at 5:10 p.m.
8. Looking west on Ross Island Bridge at 5:10 p.m.

EXHIBIT - C

7

8

TYPICAL VIEWS
Ross Island Bridge

1. Looking south on McLaughlin Boulevard at 4:50 p.m.
2. Looking south on McLaughlin Boulevard at 4:50 p.m.
3. Looking south on McLaughlin Boulevard at 4:50 p.m.
4. Looking south on McLaughlin Boulevard at 7:45 a.m.
5. Looking south on McLaughlin Boulevard at 7:45 a.m.
6. Looking west on Ross Island Bridge at 5:10 p.m.
7. Looking west on Ross Island Bridge at 5:10 p.m.
8. Looking west on Ross Island Bridge at 5:10 p.m.

EXHIBIT - C

8

TYPICAL VIEWS
Ross Island Bridge

1. Looking south on McLaughlin Boulevard at 4:50 p.m.
2. Looking south on McLaughlin Boulevard at 4:50 p.m.
3. Looking south on McLaughlin Boulevard at 4:50 p.m.
4. Looking south on McLaughlin Boulevard at 7:45 a.m.
5. Looking south on McLaughlin Boulevard at 7:45 a.m.
6. Looking west on Ross Island Bridge at 5:10 p.m.
7. Looking west on Ross Island Bridge at 5:10 p.m.
8. Looking west on Ross Island Bridge at 5:10 p.m.

EXHIBIT - C

RECEIVED
FOR FILING

January 20, 1954

Oregon State Highway Commission

Gentlemen:

We have in our five-year construction program an item of $400,000 of federal-aid funds in the year 1956-57 for the construction of the Rose Island Bridge ramp. This is the proposed ramp wherein traffic eastbound on Rose Island Bridge may turn directly onto McLoughlin Boulevard (US99E) eastbound and eliminate the present circuitous movement, which results in considerable congestion on the Rose Island Bridge.

This congestion has now reached the stage where Multnomah County feels that something should be done immediately, and I have been informed unofficially that the County might possibly contribute half of the cost of constructing this ramp if such could be done this year. Our present estimated cost of the project is $375,000, and on the basis of fifty-fifty cooperation would mean $187,500 each. If constructed now it would thus mean a very substantial saving to the State when the 1956 federal funds become available, and these said savings in federal funds could be allocated to other projects.

At the present time we have an unprogrammed balance of appropriated federal-aid primary funds of $270,000 which has resulted from miscellaneous underruns on projects throughout the state. Owing to the urgent need of constructing the Rose Island ramp and the fact that we would stand to gain $187,500 by reason of the County's contribution if such is made, I recommend to you that we use $187,500 of our unprogrammed balance and call for bids on the Rose Island ramp as soon as plans can be prepared. This, of course, is entirely dependent upon Multnomah County's contributing one-half of the estimated cost of the project.

Inasmuch as Multnomah County has not officially approved payment of one-half the cost of this ramp, it is the Multnomah County Engineer's request that this matter not be publicized until Multnomah County has had time to formally act on the matter in the event that you approve the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

wcw:mc ff

FORM E-20 25M 8-51 53318

F-136 (41)

4146

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1953

NOTED
W. C. WILLIAMS

SUBJECT: Southbound Ramp, East End of Ross Island Bridge (Bridge 6767)

To: Mr. W. C. Williams
Deputy State Highway Engineer

Dear Sir:

I am attaching prints from two drawings showing possible alignments for the southbound ramp connection to the east end of the Ross Island Bridge. The first of these is dated February 17, 1944 and shows a rather short ramp connecting to the half viaduct approximately 300 feet south of the Ross Island Bridge. On this plan the $250000 estimate was made which Mr. Booth had at the conference with the City Planning Commission. The second print is from a drawing dated August 19, 1946 which shows a connection that extends southerly to the point where the Pacific Highway is now widened for a parking lane. The estimate of cost on this alignment is $375,000.

It is my belief that the alignment on the sheet dated February 17, 1944 will not provide sufficient room for acceleration and melding of the traffic from the Ross Island Bridge with the Pacific Highway traffic. This is especially true because of the mole which divides the continuously moving southbound lane from the lane provided for a left turn from Portland to eastbound on Powell Boulevard. The second scheme dated August 1946 will provide as much acceleration distance as we think necessary by prohibiting parking south of the connection. There actually is no particular reason for parking here, as the highway is immediately alongside the river bank.

I am advised that the Southern Pacific Company, which at one time had plans for changing their main line to run along the river, has abandoned these plans and has disposed of their property to the Portland General Electric Company. Neither of these plans would seriously interfere with the Portland General Electric Company, and I do not believe we would have any greater difficulty in dealing with the P.G.E. Company.

RECEIVED
NOV 24 1953
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encls.

F-117(18) Deschutes River Sec., McKenzie Hwy. 1955

#4467

RECEIVED
FEB 13 1958
FOR FILING
Deschutes River Section

Contract No. 4467
F 117(18)

Item 4471

FINAL COST ANALYSIS

HOTEL
W. C. WILLIAMS

February 5, 1958

Grading and Oiling
Durbin Bros., Contractors
H. S. Cox, Engineer

McKenzie Highway
Prefix: 9-1039-F 117(18)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing		All	$4,500		$ 2,028.28	$ 4,500.00
Drainage Excav., Unclass.	48.89	Cu. Yds.	$ 3.00	$ 1.92	93.98	146.67
General Excav., Unclass.	143,509.9	Cu. Yds.	0.40	0.437	62,780.43	57,403.96
Short Overhaul	510,080.7	Yd. Stas.	0.015	0.015	7,651.21	7,651.21
Long Overhaul	7,296.2	C-yd. Stas.	0.40	0.40	2,918.48	2,918.48
Finish R/B & Slopes	1.79	Miles	800.00	759.63	1,359.74	1,432.00
Rounding Cutbanks	5,025	Lin. Ft.	0.17	0.145	733.63	824.25
18" Corr. Metal Pipe	596	Lin. Ft.	4.30	3.999	2,383.89	2,562.80
**Metal Guard Rail	1,565	Lin. Ft.	2.50	2.375	3,716.88	3,912.50
**Metal Sight Post	70	Each	2.50	2.30	161.00	175.00
*Crusher-run Mat'l in Base	21,654	Cu. Yds.	1.70	1.26	27,295.27	36,811.80
*3/4"-0 Mat'l in Base	2,296	Cu. Yds.	2.00	1.654	3,798.27	4,592.00
*Sprinkling	2,995.9875	M-Gals.	2.50	1.964	5,885.08	7,489.97
*Preparation of Base	1.79	Mile	200.00	172.55	308.87	358.00
*3/4"-0 Mat'l in Binder Crse.	789	Cu. Yds.	2.75	3.22	2,543.45	2,169.75
*Furn. & Place Aggregates	2,607	Cu. Yds.	4.00	3.82	9,951.08	10,428.00
*RC-3 Asphalt	70.9	Tons	44.00	51.58	3,657.08	3,119.60
*150-200 Asphalt	112.92	Tons	41.00	49.10	5,544.77	4,629.72
*Crushed Sanding Mat'l in Stockpile	2,214.67	Cu. Yds.	1.75	1.68	3,717.09	3,875.67
PA #1 18" Conc. Pipe	132	Lin. Ft.	3.50	3.07	406.27	462.00
*PA #2 Furn. & Install 8" CMP	100	Lin. Ft.	2.65	2.44	244.18	265.00
*PA #3 200-300 Asphalt	89.20	Tons	41.00	49.23	4,391.83	3,657.20
*PA #4 ½"-0 Sanding Mat'l in Stockpile	1,637.86	Cu. Yds.	1.75	2.58	4,233.44	2,866.26
*PA #5 120-150 Asphalt	56.96	Tons	41.00	49.01	2,791.90	2,335.36

Contract No. 4467

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Force Account (State's Share Flagging Cost)					$ 372.60	$ 372.60
					$158,968.70	$164.989.80

* Work Done All or Part by C. C. Meisel

** Work Done All or Part by Vern Hoaglin

	Cost	Revenue	Profit	Loss	%Profit	% Loss
Durbin Bros.	$ 85,768.01	$ 84,613.17		$1,154.84		1.36
C. C. Meisel	$ 73,200.69	$ 80,376.63	$7,175.94		8.9	
	$158,968.70	$164,989.80	$6,021.10		3.6	

DETAIL OF COST

DURBIN BROS.

LABOR:

Labor and Supervision						$26,781.57	
Labor Insurance						2,971.12	
							$29,752.69

MATERIALS:

18" Concrete Pipe	132	Lin. Ft.	At	$2.20		$ 290.40	
18" Corr. Metal Pipe	596	Lin. Ft.	At	2.93	Inc. Bands	1,869.34	
							$ 2,159.74

EQUIPMENT RENTALS AND MISC. SUPPLIES:

Equipment Rentals (Owned)	$31,258.10	
Hired Equipment	4,349.25	
Gas, Oil, and Grease	5,343.11	
Explosives	5,873.83	
Small Tools and Misc. Supplies	651.00	
P.L. and P.D. Insurance	351.13	
Bond	506.38	
Home Office and General Overhead	1,644.90	
		$49,977.70

Paid to Vern Hoaglin (Installing Guardrail and Sight Posts)	3,877.88
T O T A L C O S T	$85,768.01

C. C. MEISEL

DETAIL OF COST

LABOR:

Labor and Supervision	$21,851.26	
Labor Insurance	1,481.08	
Health and Welfare	262.58	
		$23,594.92

MATERIALS:

8" Corr. Metal Pipe, Inc. Bands	100	Lin. Ft.	At	$ 1.29	$ 129.05
RC-3 Asphalt	70.9	Tons	"	26.75	1,896.58
Freight on RC-3 Asphalt	70.9	Tons	"	8.86	628.17
150-200 Asphalt	112.92	Tons	"	24.50	2,766.54
Freight on 150-200 Asphalt	112.92	Tons	"	8.86	1,000.47
200-300 Asphalt	89.2	Tons	"	24.50	2,185.40
Freight on 200-300 Asphalt	89.2	Tons	"	8.86	790.31
120-150 Asphalt	56.96	Tons	"	24.50	1,395.52
Freight on 120-150 Asphalt	56.96	Tons	"	8.86	504.67
					$11,296.71

EQUIPMENT RENTALS AND MISC. SUPPLIES:

Equipment Rentals (Owned)	$18,959.19	
Hired Trucks	2,220.95	
Gas, Oil, and Grease	5,522.35	
Small Tools and Misc. Supplies	758.35	
Bond	482.25	
Home Office and General Overhead	2,131.15	
		$30,074.24

Paid to Bend Aggregate Company	4,964.00
Paid to Cinder Hill	3.270.82
T O T A L C O S T	$73,200.69

BREAKDOWN OF CRUSHING CINDER

	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	27,199.7	Cu. Yds.	$ 5,838.02	$0.214
Haul to Crusher	27,199.7	Cu. Yds.	8,030.27	0.295
Crushing	27,199.7	Cu. Yds.	10,105.77	0.372
Cost at Plant	27,199.7	Cu. Yds.	$23,974.06	$0.881

The crushing plant operated 218 hours to produce 27,199.7 cubic yards, for an average production of 124.7 cubic yards per working hour.

REMARKS:

This was a Federal Aid Primary Project, calling for the construction of 1.79 miles of highway roadbed, construction of stone base and shoulders and the construction of 1.79 miles of Type O-11 oil mat wearing surface. The project was bid May 26, 1955, work started October 20, 1955, and the project was completed June 15, 1957.

On October 15, 1955 the prime contractor started moving in grading equipment. Clearing and Grubbing consisted of sagebrush and small juniper. Grading was started October 20, 1955 and continued until February 13, 1956. At this time the contractor elected to wait until the bridge over the Deschutes River was completed. On June 18, 1956 the contractor moved back in and completed all grading. The contractor, having a low bid price on grading and finding more solid lava rock than anticipated, suffered a loss on grading.

On August 27, 1956 subcontractor C. Meisel started moving crushing equipment into a cinder pit located 1.4 miles southerly from M.P. 104.08 on the McKenzie Highway. This is the same cinder pit that Allum Bros. used for the Deep Canyon Section. Having good crushing equipment, high production was realized on all crushed cinders. Oiling did not get started until October 10, 1956. All oiling except the seal coat was completed by October 16, 1956. Due to cold weather the seal coat was not completed until June 14, 1957. The subcontractor suffered a loss on all asphalt due to cold weather and lost time. Having high production on all crushed cinders, the subcontractor realized a fair profit.

The contractor, though having good equipment and supervision, suffered a small loss on this contract due to low bid price on excavation.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

RECEIVED

files

OREGON STATE HIGHWAY DEPARTMENT

(date) August 20, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)		
4467	13-Final	Durbin Brothers		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)	
18995	H-18951	$ 4,949.69	8/20/57	

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: June 15, 1957

Completion Date: June 15, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 21 1957

Ruth Rawlings

FORM E-123

RECEIVED
AUG 12 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN, LA GRANDE
M. K. McIVER, MEMBER, PORTLAND
ROBERT S. CHESSMAN, MEMBER, ASTORIA
H. B. GLAISYER, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

August 12, 1957

Dunbin Brothers
2597 Roosevelt Blvd.
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 8 had under discussion your request for an extension of time from July 31, 1956 to June 15, 1957 within which to complete your Contract No. 4467, for grading and oiling on the Deschutes River Section of the McKenzie Highway in Deschutes County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
Dean Swift
M. S. Cox

FORM E-123

RECEIVED
AUG 12 1957
FOR FILING

F-11715

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. G. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

August 12, 1957

Durbin Brothers
2597 Roosevelt Blvd.
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 8 had under discussion your request for an extension of time from July 31, 1956 to June 15, 1957 within which to complete your Contract No. 4467, for grading and oiling on the Deschutes River Section of the McKenzie Highway in Deschutes County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
Dean Swift
M. S. Cox

RECEIVED
AUG 7 1957
FOR FILING

F-11-7 (12)

1-1-7

August 6, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4467 for grading and oiling on the Deschutes River Section of the McKenzie Highway in Deschutes County was completed by the contractor, Durbin Brothers, on June 15, 1957, but has not as yet been accepted by the Commission.

Final payment in the amount of $4,949.69 will be released to the contractor after acceptance by the Commission. The total contract amount is $164,989.80, of which amount $372.60 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

cm

RECEIVED
JUL 22 1957
FOR FILING

F 117 (18)
4467

July 19, 1957

Oregon State Highway Commission

Request for extension of time
No. 4
August 8 and 9 meeting

Gentlemen:

Herewith is a request from Durbin Brothers for an extension of time on the Deschutes River Section, Contract No. 4467, from July 31, 1956 to June 15, 1957.

Due to noncompletion of the Deschutes River Bridge, which was under separate contract until the late 1956 summer, this contractor was unable to place approaches and complete the oiling before bad weather set in. The public suffered little inconvenience and we incurred no additional cost because of the overrun. I therefore recommend that the extension be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

This is not a liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

RECEIVED
JUL 18 1957
FOR FILING

July 17, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to Durbin Brothers a portion of the funds heretofore retained by the Commission on contract No. 4467, for grading and oiling on the Deschutes River Section of the McKenzie Highway in Deschutes County.

This payment, in the amount of $11,056.85, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sums of $4,949.69. The present payment will be released on or after July 27, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—1954—6-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 12, 1957, 19

Section Deschutes River

Highway McKenzie

Contractor Durbin Brothers

Date of contract 6-24-55, 19

Date work started 10-20-55, 19

Project authorization . . . . . $ 177,558.62
Exclusive of Engineering . . . . $ 164,683.35

Engineering authorization . . . . $ 10,875.28

Engineering cost to date $10,200.00, 79 %

Kind of work Grading & Oiling

Section prefix 9-1039

Contract number 4467

Date of completion 7-31-56, 19

Estimated date of completion 6-15-57, 19

Per cent of time elapsed 180 %

Estimated cost of completed project, exclusive of engineering $164,683.35

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed June 15, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final on this project turned into the Division office as of this date.

CONSTRUCTION DIVISION
RECEIVED
JUL 15 1957

NOTED CE AO ACE CDE

Signed

Address Box 151 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 36632

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.79	1.79		1.79	
Miles partially completed					
Miles completed	1.79	1.79		1.79	
Total estimated quantities (contract)	162,000	24,000		2720	
Total quantities corrected to date	143,509.9	23,950		3396	
Estimated quantities moved or placed to date	143,509.9	23,950		3396	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week				no work	

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair all week		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 15 1957
FOR FILING
F-117 (18)
11|67

July 10, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Deschutes River Contract No. 4467, Oregon F-117 (18), from July 31, 1956 to June 15, 1957 to Durbin Brothers, contractors.

Due to the non-completion of the Deschutes River Bridge until in the late 1956 season, the contractor was unable to place approaches and complete the oiling before bad weather set-in in the winter of 1956.

The public suffered little inconvenience and we incurred no additional engineering expense beenuse of the overrun, and I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
JUL 9 1957
FOR FILING

F-117(18)

July 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise that work was completed on June 15, 1957, on Contract No. 4467, Deschutes River Section, in Deschutes County, in connection with Federal Aid Project No. F-117(18).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: Clarence G. Swanson

DBP:cr

RECEIVED
OCT 22 1956
FOR FILING

F-117 (18)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1956

SUBJECT: Deschutes River Section
McKenzie Highway
Contract No. 4467

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Report No. 405286, dated October 16, 1956 showing an excess of 9.5 percent passing the ¼" sieve for the 3/4"-0 crushed cinders being produced by Durbin Brothers.

A field gradation test made on October 12, 1956 on the 3/4"-0 crushed cinders showed 46.0 percent passing the ¼-inch sieve, 6 percent within the acceptable band of 40 - 60 percent passing that sieve.

It would appear that more frequent plant screening could keep the resident engineer informed as to the quality of the cinders being produced. The record of tests for the 2½"-0 crushed cinders showed considerable variation in gradation, similar variation, requiring close control can be expected during production of the 3/4"-0 crushed cinders.

Will you please instruct the resident engineer to tighten his inspection of this phase of his contract, and request him to resubmit samples of improved 3/4"-0 crushed cinder aggregate, so marked that it is clear they represent corrected aggregate.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of
cc to: Forrest Cooper
Ray Webber

RECEIVED
OCT 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
OCT 4 1956
FOR FILING
FORM E-30X—80M—11-55—30225
F-117 (B)
4467

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1956

SUBJECT: Deschutes River Section
McKenzie Highway
Contract No. 4467

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Reports No. 403468 to 403473, inclusive, showing erratic gradation of the 2½"-0 crushed cinders being produced as follows:

Test No.	Retained on 1½" Screen	Passing ¼" Screen
403468 (Not acceptable)	- 10.9%	+ 6.1%
403469 (OK if corrected)		- 5.2%
403471 (OK if corrected		- 7.4%
403470 OK		
403472 (Not acceptable)	+ 1.9%	- 11.2%
403473 (OK if corrected)	- 3.6%	

It is noted that these samples and those taken in the past showing variations such as those shown above have been taken from the bunkers at the plant. Bunkers and bins are very difficult places from which to obtain representative samples.

Will you please instruct the resident engineer to have his inspector take his samples from plant locations, which can produce samples more representative of the aggregate being produced. The attached memorandum points out some of the problems of aggregate sampling which may be helpful to the man taking the sample.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of
Attachment
cc to: Forrest Cooper
Ray Webber

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 1956
FOR FILING

RECEIVED
OCT 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X—80M—11-52—90238

F-117 (18)

4467

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 2, 1956

SUBJECT: Deschutes River Section
McKenzie Highway
Contract No. 4467

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Reports No. 403346, 403347, and 403348, dated September 28, 1956 showing both improvement and non-improvement in oiling aggregate taken from stockpiles at M. P. 0.4, Bend-Tumalo County Road as follows:

(a) 1½"-3/4" - 38.4 percent passing the 3/4-inch screen - 13.4 percent excess. Letter of September 18th showed 3.0 percent excess;

(b) 3/4"-½" - 22.7 percent passing the ½-inch screen - 7.7 percent excess. Letter of September 18th showed 9.5 percent excess;

(c) ½"-#10 - 17.2 percent passing the #10 sieve - 2.2 percent excess. Letter of September 18th showed 3.6 percent excess.

From these tests the 3/4"-½" and ½"-#10 stockpile is acceptable for use as a source of oiling aggregate. The 1½"-3/4" stockpile is not acceptable for oiling aggregate assuming tests #401340 and 403346 represent the material in the stockpile, unless the fines are scalped.

Will you please instruct the resident engineer to have the contractor either treat the 1½"-3/4" aggregate in such a manner that the objectionable fines are removed, or obtain a suitable source for this size aggregate.

Also, please have the resident engineer submit samples of the 1½"-3/4" aggregate he believes acceptable, so marked that it is clear they represent improved material.

Tom Edwards
Construction Engineer

By L. H. Young
Ass't. Construction Engineer

LHY-WCH:of
cc to: Forrest Cooper
Ray Webber

POSTED

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OCT 1 1956
FOR FILING

FORM E-20X—50M—11-55—90225
F-117 (17)
4467

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1956

SUBJECT: Deschutes River Section
McKenzie Highway
Contract No. 4467

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Reports No. 402448 and 402449, dated September 21, 1956 showing 6.5 and 4.1 percent deficiency in material retained on the 1¼-inch screen for the 2½"-0 crushed cinders being produced at the pit 2.0 miles south of M. P. 103.55, McKenzie Highway.

An initial test made on September 20 showed a satisfactory material. The two tests cited show a tendency for build-up in intermediate sizes that can cut the effectiveness of this 2½"-0 base material.

Will you please instruct the resident engineer to tighten up his inspection of this phase of the project. Also, please have him so mark samples of improved crushed cinders that it is clear they represent corrected 2½"-0 aggregate.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:jc

cc to: Forrest Cooper
Ray Webber

NOTED
FORREST COOPER

RECEIVED
SEP 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 20 1956
FORM E-30X—80M—11-55—80228
FOR FILING
F-117:(18)
4467

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1956

SUBJECT: Deschutes River Section
McKenzie Highway
Contract No. 4467

To: Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 151
Bend, Oregon

Reference is made to Laboratory Reports No. 401340, 401341, and 401343, dated September 12 and 11, 1956, showing an excess of fines as follows:

(a) 18.0 percent passing the 3/4" screen in 1½"-3/4".

(b) 24.5 percent passing the ½" screen in 3/4"-½".

(c) 18.6 percent passing the #10 sieve in ¼"-#10.

The size of the excess fines appear such that the stockpiles sampled are not acceptable for oil surfacing aggregate.

It is suggested that the resident engineer either resample the stockpile in accordance with the recent memorandum on sampling or obtain a source of acceptable oiling aggregate.

Will you please have the resident engineer resubmit samples of oiling aggregate he believes are suitable for that use.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY-WCH:jc

cc Forrest Cooper ✓
Ray Webber

NOTED
FORREST COOPER

RECEIVED
SEP 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1955
FOR FILING

F-117(18)
4467

Sta

October 25, 1955

Mr. C. G. Pelk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 20, 1955, on Contract No. 4467, Deschutes River Section, in Deschutes County, in connection with Federal Aid Project No. F-117(18).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEPtis

Form PR 2 (Revised 1950)

CPR8-1788

State Oregon

Project No. F-117(18)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 19 55,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of March, 19 55, a program, which was approved on the 24th day of March, 19 55, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 10th day of May, 19 55, and the sum of one hundred seventy-two thousand and 00/100

dollars ($ 172,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 5+00 in the NW 1/4 of Section 10, T. 15 S., R. 12 E., W.M., through equation 99+83.39 = 98+22.84 ahead, and survey station 101+50 in NE 1/4 of Section 14, T. 15 S., R. 12 E., W.M., without exception, length 1.858 miles, in Deschutes County, being Oregon project No. F-117(18), consisting of 1.793 miles of roadway and one bridge of more than 20 feet clear span, 0.065 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ____ one hundred seventy-two thousand and 00/100 ____ dollars ($ 172,000.00), which does not exceed the authorized Federal pro rata share of ____ two hundred seventy-seven thousand, six hundred three and 70/100 ____ dollars ($ 277,603.70), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to ____ the State Treasurer ____ (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ____ Oregon ____ (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ____ (Include reference to statute authorizing funds and probable amount annually available) ____ Chapter 529, Laws 1939. ____

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

Attest

_____
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11279-5 A4.62

Oregon State Highway Department

Federal Aid Project
No. F-117(18)

DESCHUTES RIVER SECTION

OF THE McKENZIE RIVER HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Aug. 8, 1955

Type Code 5231
Roadway (Sta. 5+00 to Sta. 101+50)(Contract No. 4467)

All Required	Clearing and Grubbing		$ 4,500.00
30 cu.yds.	Drainage Excavation, Unclassified	$ 3.00	90.00
162,000 cu.yds.	General Excavation, Unclassified	0.40	64,800.00
620,000 yds.sta.	Short Overhaul	0.015	9,300.00
8,000 C-yds.sta.	Long Overhaul	0.40	3,200.00
1.79 miles	Finishing Roadbed and Slopes	800.00	1,432.00
6,000 lin.ft.	Rounding Gutterbanks	0.17	1,020.00
520 lin.ft.	16-inch Corrugated Metal Pipe	4.30	2,236.00
1,750 lin.ft.	Metal Guard Rail	2.50	4,375.00
70 only	Metal Sight Posts	2.50	175.00
21,000 cu.yds.	Crusher-run Material in Base	1.70	35,700.00
3,000 cu.yds.	3/4" - 0 Material in Base	2.00	6,000.00
600 M-gals.	Sprinkling	2.50	1,500.00
1.79 miles	Preparation of Base	200.00	358.00
420 cu.yds.	3/4" - 0 Material in Binder Course	2.75	1,155.00
2,300 cu.yds.	Furnishing and Placing Aggregates	4.00	9,200.00
60 tons	RC-3 Asphalt	44.00	2,640.00
160 tons	150-200 Asphalt	41.00	6,560.00
50 tons	RS-1 Asphalt	44.00	2,200.00
	Subtotal		$156,441.00
	10% Engr. & Cont.		15,644.10
	Total		$172,085.10

Type Code 1021
Deschutes River Bridge (Sta. 81+30 to Sta. 84+74)(Contract No. 4462)

130 cu.yds.	Structural Excavation	$ 15.00	$ 1,950.00
10 cu.yds.	Excavation Below Elevation Shown	25.00	250.00
990 cu.yds.	Class "A" Concrete	64.00	63,360.00
229,000 lbs.	Metal Reinforcement	0.114	26,106.00
710 lin.ft.	Metal Rail	6.00	4,260.00
	Subtotal		$ 95,926.00
	10% Engr. & Cont.		9,592.60
	Total		$105,518.60

Length of Roadway	1.793 miles
Length of Structure	0.065 mile
Total Length	1.858 miles
Cost of Roadway per mile	$95,976.07

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$172,085.10	$106,622.00	$ 65,463.10
Structure	105,518.60	65,378.00	40,140.60
	$277,603.70	$172,000.00	$105,603.70

State Funds for Const: Chap. 175, Laws 1917, Chap. 31, Laws 1920, Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F-117 (18)

DESCHUTES RIVER SECTION

OF THE McKENZIE RIVER HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 23, 1955

Type Code 5231
Roadway (Sta. 5+00 to Sta. 101+50)

All Required	Clearing and Grubbing	$ 3.00	$ 4,000.00
30 cu.yd.	Drainage Excavation, Unclassified	0.50	90.00
162,000 cu.yd.	General Excavation, Unclassified	0.015	81,000.00
620,000 yd.sta.	Short Overhaul	0.40	9,300.00
8,000 C-yd.sta.	Long Overhaul	750.00	3,200.00
1.79 miles	Finishing Roadbed and Slopes	0.18	1,342.50
6,000 lin.ft.	Rounding Cutbanks	3.50	1,080.00
520 lin.ft.	18-inch Corrugated Metal Pipe	2.30	1,820.00
1,750 lin.ft.	Metal Guard Rail	2.50	4,025.00
70 only	Metal Sight Posts	1.75	175.00
21,000 cu.yd.	Crusher-run Material in Base	2.00	36,750.00
3,000 cu.yd.	3/4" - 0 Material in Base	2.50	6,000.00
600 M-gal.	Sprinkling	200.00	1,500.00
1.79 miles	Preparation of Base	3.00	358.00
420 cu.yd.	3/4" - 0 Material in Binder Course	3.25	1,260.00
2,300 cu.yd.	Furnishing and Placing Aggregates	42.00	7,475.00
60 tons	RC-3 Asphalt	40.00	2,520.00
160 tons	150-200 Asphalt	42.00	6,400.00
50 tons	RS-1 Asphalt		2,100.00
		Subtotal	$ 170,395.50
		10% Engr. & Cont.	17,039.55
			$ 187,435.05

Length of Roadway	1.794 miles
Length of Structure	0.064 "
Total Length	1.858 "
Cost of Roadway per mile	$104,478.84

Federal Funds	$ 116,000.00
State Funds	71,435.05
	$ 187,435.05

Oregon State Highway Department

Federal Aid
Project No. F-117 (18)

DESCHUTES RIVER SECTION OF THE MCKENZIE

RIVER HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 10, 1955

Type Code 5231
Roadway (Sta. 5+00 to Sta. 101+50)(Low Bid Prices)

All Required	Clearing and Grubbing	$	$ 4,500.00
30 Cu. Yds.	Drainage Excavation, Unclassified	3.00	90.00
162,000 Cu. Yds.	General Excavation, Unclassified	0.40	64,800.00
620,000 Yd. Sta.	Short Overhaul	0.015	9,300.00
8,000 C-Yd.Sta.	Long Overhaul	0.40	3,200.00
1.79 Miles	Finishing Roadbed and Slopes	800.00	1,432.00
6,000 Lin. Ft.	Rounding Cutbanks	0.17	1,020.00
520 Lin. Ft.	18-Inch Corrugated Metal Pipe	4.30	2,236.00
1,750 Lin. Ft.	Metal Guardrail	2.50	4,375.00
70 Only	Metal Sight Posts	2.50	175.00
21,000 Cu. Yds.	Crusher-run Material in Base	1.70	35,700.00
3,000 Cu. Yds.	3/4" - 0 Material in Base	2.00	6,000.00
600 M-Gal.	Sprinkling	2.50	1,500.00
1.79 Miles	Preparation of Base	200.00	358.00
420 Cu. Yds.	3/4" - 0 Material in Binder Course	2.75	1,155.00
2,300 Cu. Yds.	Furnishing and Placing Aggregates	4.00	9,200.00
60 Tons	RC-3 Asphalt	44.00	2,640.00
160 Tons	150-200 Asphalt	41.00	6,560.00
50 Tons	RS-1 Asphalt	44.00	2,200.00
	Subtotal		$156,441.00
	10% Engr. & Cont.		15,644.10
	Total		$172,085.10

Type Code X021
Deschutes River Bridge (Sta. 81+30 to Sta. 84+74)

130 Cu. Yds.	Structural Excavation	$25.00	$ 3,250.00
10 Cu. Yds.	Excavation Below Elevation Shown	25.00	250.00
990 Cu. Yds.	Class "A" Concrete	75.00	74,250.00
229,000 Lbs.	Metal Reinforcement	0.12	27,480.00
710 Lin. Ft.	Metal Rail	10.00	7,100.00
	Subtotal		$112,330.00
	10% Engr. & Cont.		11,233.00
	Total		$123,563.00

Length of Roadway	1.793 Miles
Length of Structure	0.065 Mile
Total Length	1.858 Miles
Cost of Roadway Per Mile	$95,976.07

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$172,085.10	$106,517.00	$65,568.10
Structure	123,563.00	76,483.00	47,080.00
	$295,648.10	$183,000.00	$112,648.10

RECEIVED
JUL 19 1955
FOR FILING

E- 7(4)
4167

July 18, 1955

Durbin Bros.
2597 Roosevelt Blvd.
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4467, which was awarded to you by the State Highway Commission on June 24, for grading and oiling on the Deschutes River Section of the McKenzie Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 27 1955
FOR FILING

F-117 (18)
4/4: 7

June 24, 1955

NOTED
J. Mc C.

Durbin Brothers
2577 Roosevelt Boulevard
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 26, 1955 accepted your proposal for the Deschutes River Section of the McKenzie Highway in Deschutes County for the sum of $159,941.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4467.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

CC:
Mr. R. G. Savage (SIAC)
Mr. H. G. Smith
Mr. S. H. Probert
Pacific Builder & Engineer, Inc.

RECEIVED

B

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 24, 1955
11:?? A.M.

Durbin Brothers
2??/ Roosevelt Blvd.
Eugene, Oregon

Contract for Deschutes River Section, Deschutes County, for which you submitted low bid on May 26, 1955 awarded you today. Contract forms follow shortly.

R. H. Blaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

fp

CC Confirmation
Accounting (5003-900)
C. W. Head
Files

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JUN 27 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 27 1955
FOR FILING
OREGON DISTRICT
F-117(18)
4467

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

June 24, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-117(18), Deschutes River Section of the McKenzie Highway, we hereby concur as of this date in award of Contract No. 4467 to Durbin Brothers of Eugene, Oregon, low bidder in the amount of $159,941.00 at the May 26, 1955 bid opening.

Very truly yours,

C. G. Polk
District Engineer

RECEIVED
JUN 27 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 27 1955
FOR FILING

F-117 (18)
4167

June 24, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and oiling work on the Deschutes River Section of the McKenzie Highway in Deschutes County, Project F-117 (18), to Durbin Brothers of Eugene, Oregon, on the basis of the bid of $159,941.00 submitted on May 26, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SEPsia

RECEIVED
JUN 27 1955
FOR FILING

F-117(18)

4461

B

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1955

SUBJECT: Deschutes River Section
New Pine Highway
Deschutes County

To: Mr. W. C. Williams
Deputy State Highway Engineer
C P & I C

NOTED
W. C. WILLIAMS

All rights of way have been acquired or entry permits have been granted on the Deschutes River section. As far as this department is concerned, the contract may be awarded.

This information was given to Mr. Probert by telephone on this date.

R. L. Porter

R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
JUN 24 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 12 1955
FOR FILING

F-117(18)
#467

May 11, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The request for approval of individual project program change, Item 175, Project F-117(18), Supplement No. 18, Federal-aid Primary Program was approved May 10, 1955. Type O-11 oil surface is to be constructed instead of asphaltic concrete pavement. This change will permit the heavy fills to settle before the pavement is constructed.

Very truly yours,

C. G. Polk
District Engineer

Original to
the Project

RECEIVED
MAY 12 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 20 1955
FOR FILING
OREGON DISTRICT
F-117(18)
44:7

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

May 10, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project F-117(18), Deschutes River Section of the McKenzie River Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

O. G. Polk

O. G. POLK
District Engineer

RECEIVED
MAY 19 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 9 1955
FOR FILING

FORM E30—80M—10-54—78485
F 117 1111
d467

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer

Referring to the reconstruction of the McKenzie Highway at the Deschutes River Bridge, Chandler proposes, in which I concur, that rather than pave at this time we place an O-11 oil mat and do the paving work at a later date in conjunction with other reconstruction on the road.

The reason back of this thinking is that the fills on the bridge approaches are partly made from lava basaltic rock and partly from the light course soils common to that area and, as a result, we invariably get very ununiform settlements. We have never been able to devise a feasible method of getting proper compaction to eliminate settlements under traffic, which results in the road getting badly out of shape with a heavy cost for pavement patching and building up of shoulders.

This letter is to inform you of our thinking and request your approval.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

RECEIVED
MAY 6 1955
OFFICE OF
STATE HIGHWAY ENGINEER

106-1057 Enegren Ferry-Marlow Creek 1955
Sec. of the Coos River Hwy.
#4468

OREGON STATE HIGHWAY DEPARTMENT

(date)

September 26, 1956

1-6-1057
4468

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4468	3-Final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20608	H-161722	$ 1,687.93	9/26/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Russ Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1955

Time Extensions: None

Completion Date: Sept. 9, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-27-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 27 1956

Russ Rawlings

NOTED ON CARD

A

September 17, 1956
106-1057
4(1)

FINAL COST ANALYSIS

Enegren Ferry-Marlow Creek
Contract No. 4468

Oiling
J. C. Compton Co., Contractor
Fred Klaboe, Resident Engineer

Coos River Highway
Prefix: 106-1057-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Preparation of Base	8.5	Mile	$147.33	$200.00	$ 1,252.37	$ 1,700.00
3/4"-0 Mat'l in Binder Course	967	Cu.Yd.	6.70	7.00	6,481.77	6,769.00
Furnishing and Placing Aggregates	4,378	Cu.Yd.	7.19	7.20	31,486.60	31,521.60
RC-3 Asphalt	127.96	Tons	41.16	50.00	5,267.75	6,398.00
150-200 Asphalt	302.26	Tons	39.48	41.00	11,934.92	12,392.66
RS-1 Asphalt	92.02	Tons	42.08	44.00	3,872.40	4,048.88
*Metal Sight Posts	623	Each	2.84	3.00	1,771.04	1,869.00
**Force Account						368.35
					$62,066.85	$65,067.49

* Work done all or in part by T. W. Thomas

** States portion of flagging cost

NOTED
W. C. WILLIAMS

Gross Revenue	$65,067.49
Total Cost	62,066.85
Net Profit	$ 3,000.64

Net Profit Equals 4.6% of Gross Revenue

Enegren Ferry-Marlow Creek
Contract No. 4468

Detail of J. C. Compton Costs

Labor:

Labor	$ 8,829.45	
Labor Insurance, Health and Welfare	863.07	
		$ 9,692.52

Materials:

3/4"-½" Aggregate	180	Cu.Yd.	at	$ 4.47	804.60
½"-¼" Aggregate	270	Cu.Yd.	"	3.97	1,071.90
3/4"-0 Aggregate	967	Cu.Yd.	"	4.75	4,593.25
1¼"-3/4" Aggregate	1,915	Cu.Yd.	"	4.75	9,096.25
3/4"-¼" Aggregate	730	Cu.Yd.	"	4.75	3,467.50
½"-¼" Aggregate	627	Cu.Yd.	"	4.75	2,978.25
¼"-#10 Aggregate	656	Cu.Yd.	"	4.75	3,116.00
RC-3 Asphalt	127.96	Tons	"	25.75	3,294.97
150-200 Asphalt	302.26	Tons	"	22.50	6,800.85
RS-1 Asphalt	92.02	Tons	"	24.61	2,264.61
Freight on 150-200	302.26	Tons	"	9.00	2,720.34
Freight on RC-3	127.96	Tons	"	8.49	1,086.38
Freight on RS-1	92.02	Tons	"	7.97	733.40
					$42,028.30

Equipment Rentals and Misc. Expense

Equipment (Owned)	5,213.97	
Equipment (Hired)	262.65	
Gas, Oil and Grease	1,378.98	
Stove Oil	62.50	
Bond	490.05	
Powder and Caps	63.05	
Misc. Expense	39.69	
Home Office and General Expense	1,158.47	
		$ 8,669.36
		$60,390.18

Enegren Ferry-Marlow Creek
Contract No. 4468

Detail of T. W. Thomas Costs

Labor:					
Labor				$592.25	
Labor Insurance				50.34	
					$ 642.59
Materials:					
Sight Posts	623	Each At	$1.25	778.75	
Powder and Caps				43.15	
					821.90
Equipment Rentals and Misc. Expense					
Equipment Rental (Owned)				99.00	
Gas, Oil and Grease				64.35	
Home Office and General Overhead				48.83	
					212.18
					$1,676.67

Remarks:

This was a "State Project" located on the Coos River Secondary Highway in Coos County. The westerly end of the project was approximately 0.2 mile east of the Enegren Ferry Crossing. The easterly end was approximately 0.12 mile east of Marlow Creek. The overall length of the project was 8.50 miles.

The work to be done under this contract consisted of the construction of 8.50 miles of bituminous binder course and 8.22 miles of Type 0-11 oil mat wearing surface.

The project was bid and awarded to J. C. Compton Company on June 30, 1955 and was completed on September 10, 1955.

The principal contractor bought his aggregate from the Umpqua Navigation Company in Reedsport who began shipping it from Reedsport by rail to Coos Bay and hauling to the stockpile site in trucks during the week ending July 30, 1955. All the aggregate was in stockpiles by August 13, 1955.

The principal contractor moved in his oiling crew, consisting of 25 men, and the following equipment: one 3/4 cubic yard shovel, three #12 catapillar power graders, two three leg rollers, ten 8 cubic yard trucks, one distributor, one broom, three pickups and other necessary equipment, on August 22, 1955.

He began shapin the road for the binder course on the morning of August 23, 1955. As the road was made ready, he placed the asphalt on the road. This work was completed on August 25, 1955.

On August 24, 1955 he began laying the Type 0-11 mat on the road. This work progressed satisfactorily and was completed on August 29, 1955.

The item metal sight posts was subcontracted to T. W. Thomas Company who began placing the posts on August 30, 1955 and completed this work on September 8, 1955.

This work completed the project.

Both the principal contractor and the subcontractor, having good equipment, supervision, and fair bid prices, made a fair profit.

M. N. Juve
Chief Cost Analyst

By

F. Sugnet

RECEIVED
SEP 18 1956
FOR FILING
106-1057
4468

September 17, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4468 for oiling on the Knegren Ferry-Marlow Creek Section of the Coos River Highway in Coos County was completed by the Contractor, J. C. Compton Co., on September 9 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $1,687.93 will be released to the contractor on or after September 27, 1956. The total contract amount is $65,067.49, of which amount $368.35 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 10 1955
FOR FILING

[illegible] 10 7
4468

October 10, 1955

CERTIFIED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. in connection with contract No. 4468, for oiling on the Umpqua Ferry-Marlow Creek Section of the Coos River Highway in Coos County. This payment, in the amount of $835.32, will be released to the contractor on or after October 20, 1955. The retained percentage amounts to $1,960.19.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland, Oregon

NOTED ON CARD

106 - 1057

Form E-1—1084

OREGON STATE HIGHWAY DEPARTMENT

FINAL REPORT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 10, 19 55

Section Enegren Ferry - Marlow Creek

Highway Coos River Secondary

Contractor J. C. Compton

Date of contract June 30, 19 55

Date work started July 21, 19 55

Project authorization . . . . . $ 78,572.25

Exclusive of Engineering . . . . . $ 72,984.89

Kind of work Oiling

Section prefix 106-1057

Contract number 4468

Date of completion Sept. 15, 1955

Estimated date of completion Sept. 9, 1955

Per cent of time elapsed 93 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 66,146.95

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 5587.36

Engineering cost to date $ 3000., 54 %

Date project was completed Sept. 9, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sight post installation was completed this week.

This project has now been completed. Semi final will be submitted as soon as possible.

NOTED
A. G. SMITH

NOTED
W. T. WRIGHT

NOTED
FORREST COOPER

RECEIVED
SEP 19 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

RECEIVED
JUL 29 1955
FOR FILING

106-1057
4468

July 28, 1955

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4468, for oiling on the Eregren Ferry-Marlow Creek Section of the Coos River Highway in Coos County.

Contract No. 4479, covering the Division No. 4 Pavement Sealing Project in Klamath, Lake, Hood River, Deschutes and Harney Counties.

Copies of these contracts will also be sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUL 5 - 1955
FOR FILING

106-1057
4465

July 5, 1955

J. C. Compton Company
McMinnville, Oregon

Gentlemen:

The State Highway Commission on June 30, 1955 awarded to you State Highway Contract No. 4468 for oiling 8.50 miles of road on the Empgren Ferry-Marlow Creek Section of the Coos River Highway in Coos County.

This award was based on your bid of $67,542.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAY 23 1955
FOR FILING
106-10 Z
4416-R

May 23, 1955

Oregon Coast Highway

Gentlemen:

In the federal-aid program for fiscal year 1957 as approved on January 4, there is an amount of $40,000 of secondary funds in reserve in Division No. 3. These funds were tentatively earmarked in the amounts of approximately $250,000 on the Coos River secondary highway and $150,000 on the Siltcoos-Tahkenitch secondary highway.

A portion of the planned work on the Coos River secondary highway was to be a section westerly from the end of the existing oiled surface at the Coos County farm. I have recently made an inspection of this road, and I do not believe the road in its present condition warrants expenditure for a heavy type of pavement. I do believe that traffic can be well served by the construction of an oil mat surface treatment (medium type), of which the estimated cost would be $40,000, as compared with the paving cost of $400,000. The oiling of the existing road, however, would not meet the approval of the Bureau of Public Roads, and I would suggest, therefore, that it be performed as a state project.

We have recently resurfaced this project with crushed rock and had planned to place calcium chloride thereon. By the elimination of the calcium chloride, which we would not place if the oil surfacing were constructed, we would have a project underrun of approximately $20,000. This $20,000 would act as a credit toward the $40,000 estimated cost.

This matter will be on the agenda, and I recommend you approve the construction of a type 3-oil oil mat surface treatment estimated to cost $40,000, to be performed as a state project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me

F-117(18) Cline Falls Br. over Deschutes River, McKenzie Hwy. 1955

#4469

RECEIVED
JUN 3 1957
FOR FILING

4469

May 31, 1957

Redmond Chamber of Commerce
521 South Sixth Street
Redmond, Oregon

Attention: Patricia Gregg, Secretary

Gentlemen:

In reply to your letter of May 25, 1950 re the completion of the two jobs on the Sisters-Redmond Section, I wish to advise that, weather permitting, the contractor intends to start work on the final phases of the Cline Falls job on June 3. A regrettable delay on this project was caused by the fact that inclement weather arrived a little too early in the fall of 1957, making it impossible to put on the final seal and get the job "cured" while the weather was still sufficiently warm. A surfacing type such as this must be completed and opened to traffic under conditions of warmth.

Referring to the Dry Canyon project, the best estimate I can give you at this time is that it will be open about July 1. This has been a particularly difficult job for the contractor, but it now seems to be drawing to a conclusion, with the surfacing scheduled to be completed about July 1, as stated above.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams

REDMOND *Chamber of Commerce*

• POWER CENTER • FARMING CENTER • TRANSPORTATION CENTER • POPULATION CENTER

Of Central Oregon

521 South Sixth Street
Redmond Hotel
REDMOND, OREGON

May 25, 1957

Mr. Forest Cooper
Assistant High way Engineer
Salem, Oregon

Dear Mr. Cooper,

I have been asked by the members of the Redmond Chamber of Commerce to inquire as to the date the Cline Falls road and Bridge will June 7 be open for traffic. Can you give us any date at all? We were under the impression that the road was to have been oiled May 15th. Also can you give any dates on the Dry Canyon road? Thank you. July 1 - ?

Yours very truly,
Patricia Gregg
Patricia Gregg, Sec.

Redmond Chamber of Commerce

NOTED
FORREST COOPER

RECEIVED
MAY 27 1957
STATE HIGHWAY COMMISSION

F 47 (.7)

OREGON STATE HIGHWAY DEPARTMENT

(date)

Feb. 19, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4469	8-Final	C. J. Elder	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3218	M-173565	$ 7,256.82	2/9/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: May 1, 1956

Time Extensions: to June 30, 1956

Completion Date: June 30, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-19-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 19 1957

NOTED ON CARD

RECEIVED
AUG 23 1956
FOR FILING

F-119.11
4469

August 22, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4469 for constructing the Deschutes River Bridge on the McKenzie Highway in Deschutes County was completed by the contractor, C. J. Eldon, on June 30 and was formally accepted by the Highway Commission on August 16, 1956.

Final payment in the amount of $7,256.82 will be released to the contractor on or after September 1, 1956. The total contract amount is $91,568.37 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

FORM E-126 SHH REVISED 5-55

RECEIVED
MAY 4 - 1956
FOR FILING

F-117 (4)

4-4-1

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 3, 1956

Mr. C. J. Eldon, Contractor
P. O. Box 5686
Portland, Oregon

Dear Sir:

The State Highway Commission at its meeting held on April 26 had under discussion your request for an extension of time from May 1 to June 30, 1956 within which to complete your contract No. 4469, covering construction of Deschutes River Bridge on the McKenzie Highway in Deschutes County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Dean Swift,
Division Engineer

M. W. Moore,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
APR 27 1956
FOR FILING

U-117 (18)
4469

April 24, 1956

Request for extension of time
No. 6
April 26 and 27 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Deschutes River Bridge
Contract No. 4469

W. J. Olson, contractor on the Deschutes River Bridge on the Sunset Highway in Deschutes County, has requested an extension of time from May 1, 1956, to June 30, 1956, in which to complete the contract.

The contractor was delayed for a considerable time this spring due to cold weather. At the present time, all concrete work has been completed with the exception of pouring the handrails. It is anticipated that the contract will be completed before the adjacent fills are in place so that traffic can be routed over the structure.

As there is no inconvenience to the traveling public nor additional engineering expense incurred by the State, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHS:mkt
Attached

RECEIVED
JUL 26 1955
FOR FILING

E - 11711)
4469

July 26, 1955

Mr. C. J. Eldon
P. O. Box 5686
Portland, Oregon

Dear Sir:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4469, for constructing Deschutes River Bridge on the McKenzie Highway in Deschutes County, awarded June 30, 1955.

Contract No. 4488, for grading and surfacing on the Bruce Jct.-Martins Lake Section of Martins Lake County Road in Benton County, awarded July 11, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUL 21 1955
FOR FILING

F. 117 (1)
4461

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1955

SUBJECT: Contract No. 4469
Deschutes River Bridge
Bridge No. 3373-A

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

The above-referenced contract was awarded to Mr. C. J. Eldon on June 30, 1955, and in recognition of Mr. Eldon's past practice of litigating claims with respect to contracts, I suggest that very close and careful supervision of the contract be exercised, and that extreme care be used in the preparation of all estimates and vouchers to insure that they are accurate and complete.

If this office can be of any assistance, please advise.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:aj
cc - G. S. Paxson
P. M. Stephenson
Leonard I. Lindas
Robert L. May, Jr.
S. H. Probert
C. H. Maison

RECEIVED
JUL 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 5 - 1955
FOR FILING

F - 117 (18)
4469

July 5, 1955

C. J. Elden, Contractor
P. O. Box 5686
Portland 17, Oregon

Dear Sir:

The State Highway Commission on June 30, 1955 awarded to you State Highway Contract No. 4469 for construction of the Cline Falls Bridge over the Deschutes River on McKenzie Highway in Deschutes County.

This award was based on your bid of $95,926.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephensen

RECEIVED
JUN 23 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
F-117(18)
1469

June 14, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-117(18), Deschutes River Section of the McKenzie Highway (Structure).

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
JUN 22 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 16 1955
FOR FILING

F-117(18)
4469

May 16, 1955

Oregon State Highway Commission

Gentlemen:

Enclosed is a map indicating the relocation of the Deschutes River crossing (Climo Falls Section) of the McKenzie Highway between Redmond and Sisters.

We plan to open bids on this project on the second day of the forthcoming Commission meeting, and approval of this survey will be presented to you on the first day of the meeting. Your approval of the survey, extending from Station 5+00 to Station 105+00, is recommended.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

WCW:mc lg

IR-5-649

T.15S., R.12E.

T.15S., R.13E.

REDMOND

McKENZIE HIGHWAY (U S 126)

CALIFORNIA HIGHWAY (U S 97)

To Madras

To Prineville

THE DALLES -

To Bend

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

DESCHUTES RIVER SECTION

Mc KENZIE HIGHWAY

DESCHUTES COUNTY

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

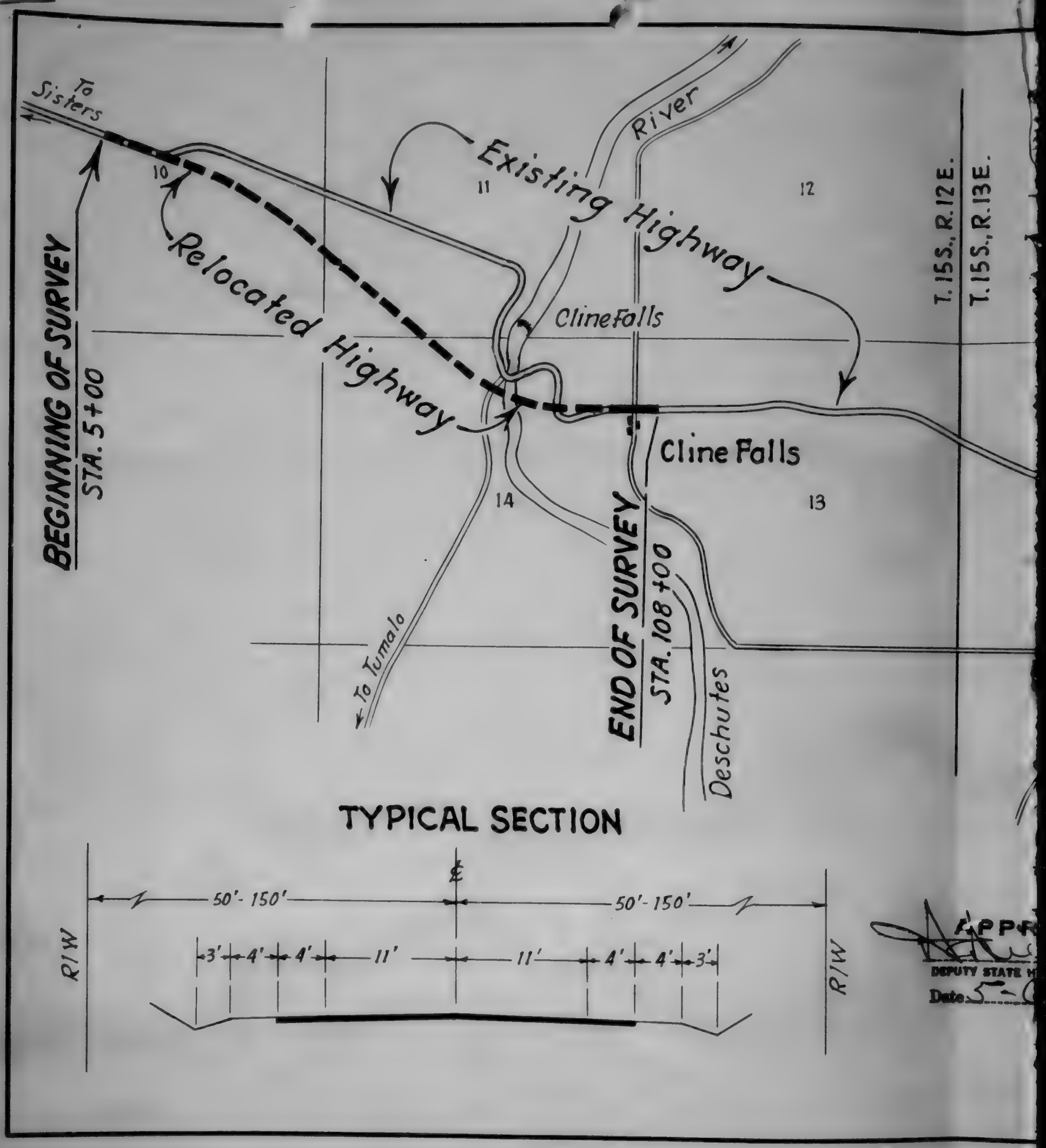
Date 5-6-55

Scale: 1"=2000'

Mar., 1955
May, 1955 Rev.

Drg. No. IR-5-649

For details see Drg. No. 7B-31-3



TYPICAL SECTION

APPR
DEPUTY STATE H
Date 5-

RECEIVED
MAY 10 1955
FOR FILING

Coast
K W
M-Kenzie Hwy

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Dear Sir:

NOTED
W. C. WILLIAMS

Herewith seven copies of sketch map for use in securing Commission approvel of the Cline Falls relocation on the McKenzie Highway. This project is specified for May letting, and there has been allocated the sum of $200,000 for its construction.

These maps supersede those which were forwarded to you in March.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

RECEIVED
MAR 21 1955
FOR FILING

Const
R/W
Mr Ferguson

March 18, 1955

Oregon State Highway Commission

Gentlemen:

We have completed the relocation survey for that section of US126 at the crossing of the Deschutes River near Redmond which is designated as the Cline Falls Section. I attach hereto a sketch map on which is indicated the new alignment, which you will note eliminates the extremely tortuous alignment now existing as well as replacing the existing substandard bridge across the Deschutes River.

This section is scheduled for early letting, and I recommend your approval of the survey, which will be on the April agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. H. G. Smith

15-1047 Division No. 3 Pavement Seal- 1955
ing Proj. on the Pacific, Crater
#4470 Lake & W. Diamond Lake Hwys.

RECEIVED
DEC 29 1955
FOR FILING

RECEIVED
DEC 29 1955
15-1047

~~Division 3 Pavement Sealing~~
Contract #4470

FINAL COST ANALYSIS
Pavement Sealing
D & H Paving Co., Contractor
W. H. Merrill, Resident Engineer

Pacific Highway
Prefix 15-1047

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
			Unit "A"			
Preparation of Base	100%	All	$800.00	$125.05	$ 125.05	$ 800.00
150-200 Asphalt in Pavement Seal	202.94	Ton	39.00	32.68	6,631.53	7,914.66
Aggregates in Pavement Seal	2,220	Cu. Yd.	2.60	4.37	9,708.96	5,772.00
			Unit "B"			
Preparation of Base	100%	All	900.00	65.03	65.03	900.00
150-200 Asphalt in Pavement Seal	321.69	Ton	42.00	36.87	11,860.70	13,510.98
Aggregates in Pavement Seal	3,376	Cu. Yd.	4.75	4.72	15,943.49	16,036.00
			Unit "C"			
Preparation of Base	100%	All	500.00	125.05	125.05	500.00
150-200 Asphalt in Pavement Seal	132.69	Ton	42.00	38.65	5,128.00	5,572.98
Aggregates in Pavement Seal	1,356	Cu. Yd.	5.75	5.40	7,327.15	7,797.00
Force Account					463.38	459.65
					$57,378.34	$59,263.27

Gross Revenue	$59,263.27
Total Cost	57,378.34
Net Profit	$ 1,884.93

Net Profit Equals 3.18% of Gross Revenue

RECEIVED
DEC 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
State Highway Engineer

Detail of Cost

Labor:

Labor				$ 6,663.31	
Labor Insurance				402.81	
Health & Welfare				235.04	
					$ 7,301.16

Materials:

150-200 Asphalt F.O.B. Martinez, California	454.38	Ton at	$19.00	$ 8,633.22	
Freight on Asphalt, Martinez to Medford	454.38	" "	12.97	5,892.04	
150-200 Asphalt F.O.B. Portland	202.94	" "	22.50	4,566.15	
Freight on Asphalt, Portland to Oakland	202.94	" "	6.20	1,258.22	
Aggregates Purchased from Walling, Lininger & Compton	6,952	Cu. Yd. at	2.20	15,326.80	
					35,676.43

Equipment Rental & Misc. Supplies:

Owned Equipment	$ 2,111.12	
Gas, Oil & Grease	407.83	
Hired Trucks	9,562.80	
Bond	355.58	
P.L. & P.D. Insurance	79.96	
Small Tools & Misc. Supplies	105.56	
Home Office & General Overhead	1,777.90	
		14,400.75

Total Cost $57,378.34

Remarks:

This was a "State Project" for pavement sealing on three units of the Pacific Highway near the towns of Oakland, Central Point and Talent in Jackson and Douglas counties. Bids were received on June 30th, 1955 and the project was awarded to the D-H Paving Co. of Vancouver, Washington.

The contractor moved a roller to the job on July 28th, 1955 but did no work at that time. The remainder of the equipment was moved in on August 3rd, 1955 and oiling on Unit "C" started the afternoon of the same day. The contractor used a diesel Ford tractor with a front-mounted broom to clean the pavement before oiling. The asphalt was hauled from Martinez, California by tank truck directly to the job on Units "C" and "B". Aggregate was purchased from the J. C. Compton Co. who produced the aggregate for Unit "C" on the Roxy Anne Butte quarry. Aggregate for Unit "B" was produced by M. C. Lininger & Sons at their commercial plant near Central Point.

The contractor used a 1,500-gal. distributor, a cat #12 blade with moldboard broom and a 10-ton tandem roller. The aggregate was loaded from the stockpiles by a Pettibone-Mulliken belt loader and hauled in hired trucks. The oiling of Unit "C" was completed on August 6th, 1955, and Unit "B" was started on August 8th. Unit "B" was completed on August 15th, and the contractor then moved his equipment to Unit "A" near Oakland. Work on this unit was started on August 17th and completed on August 20th, 1955. Asphalt for this unit was hauled from Portland in tank trucks. Aggregate was purchased from the Walling Sand & Gravel Co. plant near Oakland.

The contractor used two flagmen on all the work, and a pilot car was used on all the two-lane sections.

The contractor made good progress on the job, but due to a mistake in bidding (forgetting to add the purchase price of aggregate on Unit "A") made only a small profit on the project.

Oscar Cutler
Chief Cost Analyst

By . . Curtis H. Baker

RECEIVED
NOV 14 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
November 4, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
12-10017 4470	3-Final	D-H Paving Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22180	B-135480	$ 2,221.76	11/3/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: Aug. 31, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
OCT 28 1955
FOR FILING

15 - 11 - 17
4470

October 28, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4470 covering Division No.3 Pavement Sealing Project on the Pacific Highway in Jackson and Douglas Counties was completed by the contractor, D - H Paving Co., on August 31 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $2,223.76 will be released to the contractor on or after November 7, 1955. The total contract amount is $459,263.27, of which amount $459.65 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
308 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 28 1955
FOR FILING

4470

October 28, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4470 covering Division No.3 Pavement Sealing Project on the Pacific Highway in Jackson and Douglas Counties was completed by the contractor, D - H Paving Co., on August 31 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $2,223.76 will be released to the contractor on or after November 7, 1955. The total contract amount is $59,263.27, of which amount $459.65 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
608 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 10 1955

FOR FILING

FORM E-30X—50,000—10-54—79484

4417

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1955

SUBJECT: Contract 4470
D. & H. Paving Company

To: Memorandum to File

NOTED
W. C. WILLIAMS

On this date I had a rather lengthy conference with Mr. B. A. Wilson, business manager for the D. & H. Paving Company, concerning the company's claim that an error was made in its bid upon the above contract and that as a result thereof the company will lose some $4,000 unless the Highway Department makes an additional payment.

I explained to Mr. Wilson that throughout the matter we had assumed that the mistake of the D. & H. Paving Company was actually made and was an honest mistake and that our approach in considering the matter was to exert every effort to find a legal basis for making payment. I advised him that we were completely unable to find any legal basis for payment, but on the contrary appeared to be faced with the legal situation where the Highway Commission was without authority to make any payment to the company in excess of the company's bid prices.

Mr. Wilson stated that he appreciated our problem and acknowledged that the mistake made by the company resulted from carelessness and negligence or, as he put it, stupidity. He stated, however, that it was his feeling that the Highway Department contributed in some measure to the mistake by including particular highway improvements in the advertisement for bids but omitting such particular project from the special provisions without calling attention to the omission. He feels that the company was led into the error by this circumstance and feels that as a result of the error the Highway Commission is in effect receiving a gift. Mr. Wilson advised that he had not yet consulted an attorney but was seriously considering doing so and instituting legal proceedings. I advised Mr. Wilson that while we sympathize with his company because of the loss which the company will apparently incur any legal proceedings instituted by the company would be defended to the utmost of our ability; and if an adverse decision was returned in the lower court, that the State Highway Commission would very probably

authorise an appeal to the Supreme Court. I suggested to Mr. Wilson that if he consulted an attorney and if his attorney finds any law or legal principle which would justify payment by the State Highway Commission that they communicate the same to this office. I advised Mr. Wilson that if his attorneys could point out to us any law or legal principle which we had overlooked that we would be most happy to admit our error and recommend to the Highway Commission that payment be made to the company, although I considered the chances of our having made an error to be extremely remote. The conference ended on a very friendly and pleasant tone.

ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
cc: Mr. W. C. Williams

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28 1955
FOR FILING

15-1947
4470

September 27, 1955

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Building
Tacoma, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to D-H Paving Company, a portion of the funds heretofore retained by the Commission on contract No. 4470, covering pavement sealing project on Division No. 3 on the Pacific Highway in Jackson and Douglas Counties.

This payment, in the amount of $28,468.58 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,764.11. The present payment will be released on or after October 7, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

Noted on card DC.

10417

Form E-1—1084

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 3 Sept 55, 19

Section Division #3 - Pavement Sealing

Kind of work pavement sealing

Highway Pacific

Section prefix 15-1047

Contractor D & H Paving Co

Contract number 4470

Date of contract 30 June 55, 19

Date of completion 31 Aug 55, 19

Date work started 25 July 55, 19

Estimated date of completion 31 Aug 55, 19

Project authorization . . . . . $ 72,641.81
Exclusive of Engineering . . . . . $ 67,476.17

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $64,500.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $5165.64

Engineering cost to date $ 3800.00, 73 %

Date project was completed 31 Aug 55, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the clean-up work on this project Saturday.

The clean-up work consisted of picking up the loose rock in the City of Central Point; along curb by State Police Headquarters in Medford, and from AC traffic markers at Talent Junction.

State forces had previously cleaned pavement and AC markers on Unit B for paint crew. Painting crew completed work on Unit B on Tuesday.

NOTED
OSCAR CUTLER

NOTED
H. G. SMITH

NOTED
FORREST COOPER

RECEIVED
SEP 6 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed W B Merrill, Resident Engineer

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77099

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	pavement seal
Miles in project					26.96
Miles partially completed					0
Miles completed					26.96
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					4

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....1....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., trucks ....1....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	fair		
Wednesday	hot		
Thursday	hot		
Friday	hot		
Saturday			

RECEIVED
SEP 20 1955
FOR FILING

IE-1147
4470

September 7, 1955

REFERRED TO
BY SECRETARY

Victor S. Risley Co.
806 Board of Trade Building
Portland 4, Oregon

Attention: Mr. Victor S. Risley
Attorney-in-fact

Gentlemen:

We have your letter of September 3 in which you give the consent of the United Pacific Insurance Company to forward all warrants to D-H Paving Company on Contract No. 4470 directly to the Vancouver Branch of the National Bank of Commerce of Seattle, Vancouver, Washington.

The warrants will be mailed as you have directed.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

cc D-H Paving Company
6808 Highway 99
Vancouver, Washington

Mr. C. H. Maison - Mail the warrants for this contract to D-H Paving Company, c/o Vancouver Branch, National Bank of Commerce of Seattle, Vancouver, Washington.

NOTED ON CARD

VICTOR S. RISLEY CO.
808 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

Telephones: CA 8-9301 - Office
CH 4-3855 - Home

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA
PORTLAND OFFICE
627 BOARD OF TRADE BLDG

September 3, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

In regard to Contract No. 4470, Pavement Sealing, Division No. 3, being performed by D-H Paving Company of Vancouver, Washington, consent of the surety is hereby given to mail all warrants due D-H Paving Company directly to the Vancouver Branch, The National Bank of Commerce of Seattle.

United Pacific Insurance Company

by Victor S. Risley
Victor S. Risley
Attorney-in-fact

RECEIVED
SEP 6 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED IN CASE

RECEIVED
SEP 21 1955
FOR FILING

4470

September 2, 1955

D-H Paving Company
6808 Highway 99
Vancouver, Washington

Attention: Mr. B. A. Wilson
Business Manager

Gentlemen:

I have your letter of August 30, and in conformity with instructions contained in your letter of August 26, 1955, signed by Mr. Dorman, we will be pleased to forward directly to the Vancouver Branch, The National Bank of Commerce of Seattle, future warrants payable to you in connection with State Highway Contract 4472.

We cannot follow that procedure with payments in connection with Contract 4470 because we have not as yet received consent of the United Pacific Insurance Company to the handling of warrants in that manner. We will be glad to do so, however, as soon as we receive a letter from the United Pacific Insurance Company stating that such procedure meets with its satisfaction.

I am forwarding a copy of this letter to the United Pacific Insurance Company for its information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COM.

HBG:jmc

cc: United Pacific Insurance Company
Victor S. Risley Company, Agent
808 Board of Trade Building
Portland 4, Oregon

C. H. Maison (2)

August 30, 1955

Oregon State Highway Department
Salem, Oregon

Attention Mr. H. B. Glaisyer

Re: Contracts No. 4470 & 4472

Gentlemen:

Thank you for your letters of August 29th and 30th relative to payment of estimates on the above subject contracts.

As indicated in our letter of August 26, signed by our president, Mr. Bob Dorman, it is our preference that the monthly warrants be mailed directly to the Vancouver Branch of the National Bank of Commerce, Vancouver, Wash. rather than for us to execute a special assignment in favor of the bank as you suggested. In this manner only the mailing address of the warrants is changed.

Under even date our Surety, the United Pacific Insurance Co., is extending written consent to the mailing of the warrants to the bank as you requested.

Very truly yours,

D-H Paving Company

/s/ B. A. Wilson

B. A. Wilson, Bus, Mgr.

BW/pl

RECEIVED
SEP 15 1955
FOR FILING

15-1041
4/4/13

August 30, 1955

United Pacific Insurance Company
Victor S. Risley Co., Agent
808 Board of Trade Building
Portland 4, Oregon

Gentlemen:

Received in today's mail was another letter from the D-H Paving Company, Vancouver, , requesting that warrants for work performed under State Highway Contract No. 4470 be mailed directly to the Vancouver Branch of the National Bank of Commerce of Seattle, Vancouver, Washington. We cannot honor this request until we have received from you a letter approving such handling of the warrants.

I wrote you on August 29, advising you that the D-H Paving Company wants us to mail warrants covering work performed under Contract No. 4472 directly to this Bank, and I stated that we preferred an assignment of the funds. We will be glad to handle the mailing of the warrants as you may approve. I am sending to D-H Paving Company today, assignment forms prepared on the Highway Commission's standard form. If the Company will execute the forms, we will be glad to honor it, upon receipt of a letter from the United Pacific Insurance Company, consenting to the assignment without prejudice to the bond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: D-H Paving Company
6808 Highway 99
Vancouver, Washington

C. H. Maisen

(SEE OVER)

August 30, 1955

D-H Paving Company
6808 Highway 99
Vancouver, Washington

Gentlemen:

Received in this morning's mail was another letter from you dated August 26, requesting that the warrants covering periodic estimates of work performed by you in connection with State Highway Contract No. 4470 be mailed directly to the Vancouver Branch of the National Bank of Commerce of Seattle, Vancouver, Washington. For reasons stated in my letter of August 29, having to do with mailing of warrants directly to this Bank in connection with State Highway Contract No. 4472, we cannot honor your request until we have a letter from United Pacific Insurance Company, Surety on your contract bond, to the effect that they have no objections to handling the warrants in this manner.

I also mentioned in my letter of August 29 that we would prefer that the monies be assigned to the Bank, using State Highway Commission's standard assignment form. I enclose five copies of form of assignment that we will honor, if the United Pacific Insurance Company will consent thereto by letter, without prejudice to the bond. We require the original and one copy of this assignment for our purposes, both of course, should be fully executed.

The Commission's Auditor is being instructed to withhold payments to you in connection with this job until the disposition of the warrants has been decided.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

Enclosure

cc: United Pacific Insurance Co.
Victor S. Risley Co., Agent
808 Board of Trade Building
Portland 4, Oregon

C. H. Maison

(SEE OVER)

August 26, 1955

Director of Department of Highways
State of Oregon
Salem, Oregon

Dear Sir:

In order to obtain adequate financing in connection with that certain contract dated June 30, 1955, between ourselves and the State of Oregon, referred to as contract No. 4470, and more particularly described as a pavement sealing project in Douglas and Jackson Counties, we have this day assigned the proceeds from this contract to the Vancouver Branch, The National Bank of Commerce.

We realize that the State of Oregon will not recognize an assignment, but we do request and authorize your office to mail checks in payment of periodic estimates to the D-H Paving Company, in care of Vancouver Branch, The National Bank of Commerce, Vancouver, Washington.

Will you please indicate your acceptance and acknowledge our request by signing and returning one copy of this letter.

Yours very truly,

D-H PAVING COMPANY

B. L. Dorman
President

ANSWERED
H. B. GLAISYER

N.B.C. FORM 283-B

(SEE OVER)

ASSIGNMENT

For a valuable consideration, receipt of which is hereby acknowledged, the undersigned (hereinafter called the "assignor") hereby sells, assigns, transfers and sets over unto THE NATIONAL BANK OF COMMERCE OF SEATTLE, Vancouver Branch, (hereinafter called the "bank"), all of the assignor's right, title, and interest in and to all moneys due or to become due from State of Oregon under that certain

Contract Number 4470 Made by State of Oregon - Div. A3

with D-H Paving Company
(Name of Contractor)

Vancouver, Washington
(Address of Contractor)

for pavement sealing project in Jackson and Douglas Counties, Oregon

which contract is dated June 30, 1955

and the assignor does hereby also sell, assign, transfer, and set over unto said bank all of the assignor's right, title, and interest in and to all moneys due or to become due under any and all amendments of, or supplements to, said contract.

The assignor hereby agrees that all payments due, or to become due, under said contract, or under any amendments of or supplements to said contract, and all checks representing said payments, shall be made payable to the order of and delivered to the bank. The assignor does hereby designate and appoint said bank the attorney in fact of the assignor granting unto said bank power irrevocable, for the assignor and in the name, place and stead of the assignor, to receive, endorse and collect each and all of said checks, and to ask, demand and receive of State of Oregon, the said moneys due or to become due under said contract, or under any amendments of or supplements to said contract, and on payment thereof to give sufficient releases, receipts and discharges thereof and on non-payment thereof, in the discretion of said bank, to file any claim or to take any other action or proceeding, either in its own name or in the name of the assignor or otherwise, which to said bank may seem necessary or desirable in order to collect or enforce the payment of any and all moneys which may become due or owing on account of said contract or any amendments thereof or supplements thereto. It is expressly understood and agreed, however, that the bank shall not be required or obligated in any manner to make any demand or to make any inquiry as to the nature of or sufficiency of any payment received by it, or to present or file any claim or to take any other action to collect or enforce the payment of any amount which may have been assigned to it or to which it may be entitled hereunder at any time or times.

The assignor does hereby represent and warrant unto said bank: That no payments have been made on account of said contract, that no prior assignment thereof has been made, and that no additional assignments thereof will be made.

IN WITNESS WHEREOF the assignor has caused this assignment to be duly executed this 26th day of August, 19 55.

ACCEPTANCE

Accepted this ..... day of

....., 19.....

.....

By .....

Its .....

D-H PAVING COMPANY

By Kirk Gorman Its President

By ..... Its .....

Attest ..... Its .....

(SEE OVER)

ASSIGNMENT

For a valuable consideration, receipt of which is hereby acknowledged, the undersigned (hereinafter called the "assignor") hereby sells, assigns, transfers and sets over unto THE NATIONAL BANK OF COMMERCE OF SEATTLE, Vancouver Branch, (hereinafter called the "bank"), all of the assignor's right, title, and interest in and to all moneys due or to become due from State of Oregon

under that certain

Contract Number 4470 Made by State of Oregon Div. A3

with D-H Paving Company
(Name of Contractor)

Vancouver, Washington
(Address of Contractor)

for pavement sealing project in Jackson and Douglas Counties, Oregon

which contract is dated June 30, 1955

and the assignor does hereby also sell, assign, transfer, and set over unto said bank all of the assignor's right, title, and interest in and to all moneys due or to become due under any and all amendments of, or supplements to, said contract.

The assignor hereby agrees that all payments due, or to become due, under said contract, or under any amendments of or supplements to said contract, and all checks representing said payments, shall be made payable to the order of and delivered to the bank. The assignor does hereby designate and appoint said bank the attorney in fact of the assignor granting unto said bank power irrevocable, for the assignor and in the name, place and stead of the assignor, to receive, endorse and collect each and all of said checks, and to ask, demand and receive of State of Oregon, the said moneys due or to become due under said contract, or under any amendments of or supplements to said contract, and on payment thereof to give sufficient releases, receipts and discharges thereof and on non-payment thereof, in the discretion of said bank, to file any claim or to take any other action or proceeding, either in its own name or in the name of the assignor or otherwise, which to said bank may seem necessary or desirable in order to collect or enforce the payment of any and all moneys which may become due or owing on account of said contract or any amendments thereof or supplements thereto. It is expressly understood and agreed, however, that the bank shall not be required or obligated in any manner to make any demand or to make any inquiry as to the nature of or sufficiency of any payment received by it, or to present or file any claim or to take any other action to collect or enforce the payment of any amount which may have been assigned to it or to which it may be entitled hereunder at any time or times.

The assignor does hereby represent and warrant unto said bank: That no payments have been made on account of said contract, that no prior assignment thereof has been made, and that no additional assignments thereof will be made.

IN WITNESS WHEREOF the assignor has caused this assignment to be duly executed this 26th day of August, 19 55.

ACCEPTANCE

Accepted this ..... day of

....., 19.....

.....

By .....

Its .....

D-H PAVING COMPANY

By B. L. Inman Its President

By ..... Its .....

Attest ..... Its .....

(SEE OVER)

N.B.C. FORM 283-B

RECEIVED
AUG 31 1955
FOR FILING

15-1047

4470

August 23, 1955

D-H Paving Company
6808 Highway 99
Vancouver, Washington

Gentlemen:

At the last meeting of the State Highway Commission held in Portland on August 11 and 12 the Highway Commission considered your request for additional payment for the furnishing of 2,480 yards of aggregate on Unit A of Division No. 3 Pavement Sealing Project.

The State Highway Commission, upon statements of the Engineer, did not deny that you had probably made an honest mistake in submitting your bid on this project. The Commission, however, was advised by Legal Counsel that the Commission was without authority to allow additional compensation, and in line therewith the Commission has no recourse other than to require you to complete the contract in accordance with the bid you submitted.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: W. C. Williams

D-H. Paving Company
6808 Highway 99
Vancouver, Washington

Gentlemen:

At the last meeting of the State Highway Commission held in Portland on August 11 and 12 the Highway Commission considered your request for additional payment for the furnishing of 2,480 yards of aggregate on Unit A of Division No. 3 Pavement Sealing Project.

The State Highway Commission, upon statements of the Engineer, did not deny that you had probably made an honest mistake in submitting your bid on this project. The Commission, however, was advised by Legal Counsel that the Commission was without authority to allow additional compensation, and in line therewith the Commission has no recourse other than to require you to complete the contract in accordance with the bid you submitted.

HBG

cc Mr. W. C. Williams

D-H. Paving Company
6808 Highway 99
Vancouver, Washington

Gentlemen:

At the last meeting of the State Highway Commission held in Portland on August 11 and 12 the Highway Commission considered your request for additional payment for the furnishing of 2,480 yards of aggregate on Unit A of Division No. 3 Pavement Sealing Project.

The State Highway Commission, upon statements of the Engineer, did not deny that you had probably made an honest mistake in submitting your bid on this project. The Commission, however, was advised by Legal Counsel that the Commission was without authority to allow additional compensation, and in line therewith the Commission has no recourse other than to require you to complete the contract in accordance with the bid you submitted.

HBG

cc Mr. W. C. Williams

AUG 9 -

FOR FILING

-15-1047

4470

August 8, 1955

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter addressed to the Oregon State Highway Department under date of July 14, 1955 by the B-H Paving Company, which letter I believe you will find self-explanatory.

We have made a careful analysis of the matters brought out in the B-H Paving Company's letter, and we are of the firm opinion that the Company did make an honest mistake, which mistake probably was partially caused by the confusion of changes in the plans after the first advertisement. On the particular item in question, for which the Company bid $2.65 per yard under its belief that the State would furnish the aggregate, the Company's bid price was $2.75 under the only other bid, which was by J. C. Compton in the amount of $5.15.

The B-H Paving Company is asking only that it be paid the actual cost of purchasing the aggregates which it thought would be furnished. The cost of the aggregates is $1.05 per yard, which, added to its bid price of $2.65, would result in a price of $3.45—still $1.70 per yard under Mr. Compton's bid. On the entire project, the B-H Paving Company's bid of $63,775.50 is $13,076.50 under Mr. Compton's bid of $76,847.00. If the Company were allowed payment for the purchase of the aggregate in the amount of $1.85 a yard for 2,485 yards, the cost would be $4,596, which would still leave the Company $8,480.50 under Mr. Compton's bid.

The Legal Department has ruled that you are without authority to allow additional compensation in this matter inasmuch as the B-H Paving Company accepted the contract. The B-H Paving Company did sign the contract, but not until it had submitted its letter of protest. As the job had to be expedited in order to complete it by August 31 to assure favorable weather for sealing work, the Company showed an excellent spirit of cooperation by signing the contract and proceeding with the work—hoping, of course, that the Highway Commission could afford some relief for the mistake it had made in its bid.

This matter will be on the agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me
Enclosures

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

FORM E30—50M—4-54—74286

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1955

SUBJECT: Contract 4470 with D & H Paving Co. for paving and sealing on Pacific Hwy. Division 3, Jackson & Douglas Counties.

To: Mr. W. C. Williams
Deputy Highway Engineer
O f f i c e

Dear Mr. Williams:

Mr. Robert L. May, Jr., Assistant Counsel, has referred to me a letter, dated July 14, 1955, from the D & H Paving Co. of Vancouver, Washington with respect to the above-captioned contract to determine whether relief should be or can be given to said company because of an error the company allegedly made in compiling their bid.

The notice to contractors called for bids to be opened at 9:00 A.M., Thursday, June 30, 1955, was published June 14, 1955, and read as follows:

> (4) JACKSON AND DOUGLAS COUNTIES: Division No. 3 Pavement Sealing Project on the Pacific, Crater Lake and West Diamond Lake Highways. State Project. 56.5 miles of pavement sealing. Requires approx. 1170 tons 150-200 asphalt; 9,650 cu. yds. contractor-furnished aggregates; and placing 2,750 cu. yds. State-furnished aggregates.

Subsequent to the advertisement but prior to furnishing special provisions and bid proposal forms to interested contractors, the unit of the project on the Crater Lake and West Diamond Lake Highways was eliminated from this job. The 2,750 cubic yards of State-furnished aggregates was to have been furnished for the eliminated section. D & H Company's bid of $63,770.50 was low, the only other bid being $76,847.00 submitted by J. C. Compton Co. of McMinnville, Oregon; and the contract was awarded to D & H Paving Co. on June 30, 1955.

Thereafter a representative of the D & H Paving Co. notified Mr. H. G. Smith, Construction Engineer, that the company had bid $2.60 per cu. yd. for the 2,480 cu. yds. of aggregates in pavement sealing, which comprised item 3 of this contract, by mistake under the belief that the State was to furnish the aggregate for item 3. D & H Paving Company's letter of July 14, 1955, outlines their position and bases the mistake on the following contentions:

(1) That they relied on the advertisement of June 14, 1955, which advertisement is set forth herein.

(2) That bid item 3 is entitled "Aggregates in Pavement Sealing" and not "Furnish and Place Aggregates".

(3) That changes in the construction plans and scope of the job confused the company when preparing their bid.

The Company requested an adjustment of $1.85 per yd. for the 2,480 yds. of aggregate, a total adjustment of $4,588.00. The contentions set forth in their letter will be examined in the order listed.

Although publication of the advertisement before the scope of the job was finally determined was unfortunate, the contentions of D & H Paving Co. are questionable. First, because the notice to contractors is an invitation to bidders only and the contents thereof do not form a part of the contractural agreement. Secondly, one should not blindly rely on a published notice of another but should use his own senses and abilities in the conduct of his business affairs. Here, the Special Provisions and Bid Proposal for this contract are clear and unambiguous and examination thereof should have prevented such a mistake. For example, on Page 3 of the Special Provisions there is a paragraph headed "Aggregates to be Furnished by Contractor:", which goes on to describe where the contractor could obtain the same. Furthermore, the advertisement on which D & H Paving Co. alledgedly relied varies from the special provisions and bid proposal in several respects; the total mileage of the job, the total tonnage of asphalt and aggregates to be used, and the highways involved in the project. The discrepancies should have been notice to D & H Paving Co. that further investigation was necessary.

As to the second contention of the D & H Paving Co., the wording of item 3, "Aggregates in Pavement Sealing", is identical to the wording of items 6 and 9 which the Company apparently and without difficulty interpreted as requiring contractor-furnished aggregate, with a corresponding higher bid.

In answer to the third contention of the D & H Paving Co., it would be desirous if all highway construction contracts could be let without changes having been made in the original plans and without confusion or any possibility of misunderstanding; however, due to the complexity and number of highway construction contracts changes are frequently necessary and are made during the bidding stage. D & H Paving Co. is an experienced contractor and should know that changes are made in construction contracts; moreover, the bid proposal submitted by the company had all

revised pages properly inserted thereby incorporating all changes that had been made.

Turning from the foregoing discussion of the facts to the practical determination of a course of action, ~~the~~ Rushlight Co. v. City of Portland 189 Or. 244, 219 Pac. 2d 732, (1950) sets out the rule in Oregon that an offer and acceptance create a binding contract even if the offeror made a material mistake unless the mistake is basic and the offeree either knew of the mistake or as a reasonable man should have known of the mistake at the time the offer was accepted, in which case no contract is formed by the offer and acceptance. The case strongly implies that the offeror's mistake must be free from culpable negligence.

In any event, the legal remedy of the D & H Paving Co. because of the alleged mistake, if they qualify for equitable relief, is to have the contract rescinded and so avoid performing the contract. If they choose to perform under the contract, they are bound by its terms and do not have the right to have their price adjusted upward. Therefore, since the highway fund is a trust fund dedicated to the specific purposes provided by the laws of Oregon; the Highway Commission in fulfilling its duty to preserve the fund has no authority to expend money not authorized by law. If the D & H Paving Co. performs the contract, the Highway Commission has no authority to make payment in excess of the $63,770.50 because of the alleged mistake in the bid.

If the D & H Paving Co. brings suit to rescind the contract, it is my opinion that we can successfully defend because of the following reasons:

There is a good argument that the mistake made is not a mistake basic to the contract, but a mistake that merely reduces the company's profits.

There is a further argument that the D & H Paving Company's bid of $2.60 per cu. yd. for item 3 is not so low that the Highway Commissioners, or Highway officials, as reasonable men, should have known that a mistake had been made in preparing the bid. As you know, there are many varied reasons why a contractor intentionally bids low on particular items of a contract on frequent occasions.

Moreover, this writer does not believe that the Oregon Supreme Court would extend the rule set forth in the Rushlight and other Oregon cases by allowing the rescission of a contract where the mistake is due to the type of negligence indicated by the actions of the D & H Paving Co. If they made a mistake, it was induced by their negligence, which in retrospect seems inexcusable. It seems a fair inference that the alleged

mistake could have been caused only by failure to read the special provisions and bid proposal form.

In conclusion, the State Highway Commission accepted the bid of D & H Paving Co. and awarded this contract to them in good faith. In fairness to other bidders and to preserve the integrity of its public contract bidding procedure, it is advisable to require the Company to perform the contract in accordance with the provisions thereof and without allowing any additional compensation for the work to be done.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:br

RECEIVED
JUL 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

D-H PAVING COMPANY - - - *Highway Construction*

6808 HIGHWAY 99 • TELEPHONE OX. 3-1434 • VANCOUVER, WASHINGTON

July 14, 1955

Oregon State Highway Department
Salem, Oregon

Re. Division No. 3 Pavement Sealing Project, Jackson and Douglas Counties

Gentlemen:

We hereby request your consideration on a matter in connection with the above subject contract which will be described in this letter.

On Unit A, calling first for 4500 cu. yds. of aggregate and later reduced by addendum to 2480 c.y., we bid $2.60 per c.y. under our estimator's assumption that the aggregate would be furnished by the State. This assumption was based upon the fact that the advertisement dated June 14th stated that there would be 2750 c.y. of "State-furnished aggregate". The only other letter received on the project dated June 21st informed us of the reduced length on Item No. 1 and quantity reductions but made no mention of any change in rock to be State-furnished. In the rush of preparing many bids, he relied on the bid advertisement and we have since found upon thoroughly investigating the plans that no rock is to be furnished by the State. Hence, we are even now confused as to what was intended in the statement about State furnished rock.

Further, the misunderstanding would have been caught and rectified when filling in the proposal had it not simply read "Aggregates in Pavement Seal". As a rule, like proposals would read "Furnish and Place Aggregate" if the rock is to be furnished by the contractor or if State supplied would read merely "Place".

Kindly note that our bid prices on like Items for Units B and C were respectively $4.75 and $5.75 per c.y. with the difference in price being predicated on the length of the hauls and aggregate prices. Commercially furnished rock for Unit A would cost $1.85 per yd. in stockpile or $4588.00 for needed aggregate at the present quantity of 2480 yards. Our bid was $13,076.50 under the second bidder and deducting the proposed $4588.00 would still leave a wide spread between the two bids.

In view of the confusion that existed as explained above and the fact that the job was changed in several ways after the bid advertisement, we respectfully ask your consideration of our request contained herein that the State furnish the required aggregate for Unit A or agree to compensate us for its added cost.

D-H PAVING COMPANY - - - *Highway Construction*

6808 HIGHWAY 99 • TELEPHONE OX. 3-1434 • VANCOUVER, WASHINGTON

We thank you in advance for your early consideration of the request expressed in this letter.

Very truly yours,

D-H Paving Company

Bob Dorman

Bob Dorman, Pres.

BW/BD

RECEIVED
JUL 18 1955
STATE HIGHWAY COMMISSION

D-H PAVING COMPANY

HIGHWAY CONSTRUCTION

6808 Highway 99

Vancouver, Washington

COPY

July 14, 1955

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Re: Division No. 3 Pavement Sealing
Project, Jackson and Douglas
Counties

We hereby request your consideration on a matter in connection with the above subject contract which will be described in this letter.

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Kindly note that our bid prices on like Items for Units B and C were respectively $4.75 and $5.75 per c.y. with the difference in price being predicated on the length of the hauls and aggregate prices. Commercially furnished rock for Unit A would cost $1.85 per yd. in stockpile or $4588.00 for needed aggregate at the present quantity of 2480 yards. Our bid was $13,076.50 under the second bidder and deducting the proposed $4588.00 would still leave a wide spread between the two bids.

In view of the confusion that existed as explained above and the fact that the job was changed in several ways after the bid advertisement, we respectfully ask your consideration of our request contained herein that the State furnish the required aggregate for Unit A or agree to compensate us for its added cost.

We thank you in advance for your early consideration of the request expressed in this letter.

Very truly yours,

D-H Paving Company

(sgd) Bob Dorman
Pres.

BW/BD

D-H PAVING COMPANY HIGHWAY CONSTRUCTION

6908 Highway 99 Vancouver, Washington

COPY

July 14, 1955

Oregon State Highway Department
Salem, Oregon

Gentlemen: Re: Division No. 3 Pavement Sealing Project, Jackson and Douglas Counties

We hereby request your consideration on a matter in connection with the above subject contract which will be described in this letter.

On Unit A, calling first for 4500 cu. yds. of aggregate and later reduced by addendum to 2480 c.y., we bid $2.60 per c.y. under our estimator's assumption that the aggregate would be furnished by the State. This assumption was based upon the fact that the advertisement dated June 14th stated that there would be 2750 c.y. of "State-furnished aggregate". The only other letter received on the project dated June 21st informed us of the reduced length on Item No. 1 and quantity reductions but made no mention of any change in rock to be State-furnished. In the rush of preparing many bids, he relied on the bid advertisement and we have since found upon thoroughly investigating the plans that no rock is to be furnished by the State. Hence, we are even now confused as to what was intended in the statement about State furnished rock.

Further, the misunderstanding would have been caught and rectified when filling in the proposal had it not simply read "Aggregates in Pavement Seal". As a rule, like proposals would read "Furnish and Place Aggregate" if the rock is to be furnished by the contractor or if State supplied would read merely "Place".

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In view of the confusion that existed as explained above and the fact that the job was changed in several ways after the bid advertisement, we respectfully ask your consideration of our request contained herein that the State furnish the required aggregate for Unit A or agree to compensate us for its added cost.

We thank you in advance for your early consideration of the request expressed in this letter.

Very truly yours,

D-H Paving Company

(sgd) Bob Dorman
Pres.

BH/BD

OREGON STATE HIGHWAY COMMISSION

NOTICE TO CONTRACTORS

June 30 and July 1, 1955

Sealed bids on the following projects will be received by the Oregon State Highway Commission in the Green Room of the Imperial Hotel in Portland, Oregon, at 9:00 a.m. on Thursday, June 30, and at 9:00 a.m. on Friday, July 1, 1955.

BIDS TO BE OPENED AT 9:00 A.M. ON THURSDAY, JUNE 30

(1) COOS COUNTY: Enegren Ferry-Marlow Creek Section of the Coos River Highway, about 7 miles east of Coos Bay. State Project. 8.50 miles of oiling. Requires approx. 5,500 cu. yds. crushed aggregates; 150 tons RC-3 asphalt; 340 tons 150-200 asphalt; 100 tons RS-1 asphalt; and 700 metal sight posts.

(2) CURRY AND COOS COUNTIES: Coast Highway-Forest Boundary Section of the Elk River Road and Bandon-Port Orford Rock Production Project on the Oregon Coast Highway, in the vicinity of Port Orford. Federal-aid Project No. S-221(1) and State Project. 4.15 miles of grading and surfacing; also furnishing crushed material in stock pile. Requires approx. 20,000 cu. yds. excavation; 20,700 cu. yds. pit-run gravel topping materials; 9,600 cu. yds. crushed rock or crushed gravel surfacing materials; and 13,000 cu. yds. crushed rock or crushed gravel materials in stock piles.

(3) DESCHUTES COUNTY: Cline Falls Bridge over Deschutes River on McKenzie Highway. Federal-aid Project F-117(18). Construct 344' reinforced concrete bridge, involving following approx. quantities: 130 cu. yds. excavation; 990 cu. yds. concrete; 229,000 lbs. metal reinforcement; and 710 lin. ft. metal rail.

(4) JACKSON AND DOUGLAS COUNTIES: Division No. 3 Pavement Sealing Project on the Pacific, Crater Lake and West Diamond Lake Highways. State Project. 56.5 miles of pavement sealing. Requires approx. 1170 tons 150-200 asphalt; 9,650 cu. yds. contractor-furnished aggregates; and placing 2,750 cu. yds. State-furnished aggregates.

(5) JOSEPHINE COUNTY: Louse Creek-Grants Pass (Merlin Hill) Section of the Pacific Highway, north from Grants Pass. Federal-aid Project No. FI-138(6). 3.14 miles of grading. Requires approx. 578,000 cu. yds. excavation; 12,000 cu. yds. stone base materials; 36tons RC-3 asphalt; 1,200 tons asphaltic concrete pavement; 10 tons RS-1 asphalt; and 20 tons 150-200 asphalt.

(6) KLAMATH COUNTY: Lane County Line-Willamette Junction Rock Production Project on the Willamette Highway, about 20 miles east of Oakridge. State Project. Requires approx. 12,000 cu. yds. crushed cinders in stock piles.

(7) LANE COUNTY: Cottage Grove-Divide Unit, Goshen-Divide Section of the Pacific Highway, south from Cottage Grove. Federal-aid Project No. BFI-161(24). 6.46 miles of paving. Requires approx. 22,500 cu. yds. excavation; 179,000 cu. yds. crushed materials in base and oiling aggregates; 200 tons RC-3 asphalt; 35,000 tons asphaltic concrete pavement; 66 tons RS-1 asphalt; and 178 tons 150-200 asphalt.

(8) MALHEUR AND WALLOWA COUNTIES: Division No. 5 Pavement Sealing Project on the I.O.N., Central Oregon and Little Sheep Creek Highways, southwest of Jordan Valley, east of Vale, and east from Joseph. State Project. 41 miles of pavement sealing. Requires approx. 530 tons 150-200 asphalt; 1,060 cu. yds. contractor-furnished aggregates; and 4,640 cu. yds. State-furnished aggregates.

(9) MALHEUR COUNTY: Two structures on Olds Ferry-Ontario Section of Old Oregon Trail Highway. Federal-aid Project FI-67(4). Construct reinforced concrete bridge over Malheur River and reinforced concrete highway grade separation structure involving following approx. quantities: 645 cu. yds. excavation; 480' treated timber piling; 1,040 cu. yds. concrete; 258,000 lbs. metal reinforcing.

(10) MARION COUNTY: Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section of the Pacific Highway East, about 5 miles south of Salem. Federal-aid Project No. IN-176(10). Guardrail and right-of-way fence construction. Requires approx. 6,000 lin. ft. metal guardrail; and 1,350 rods of Type 2 right-of-way fence.

(11) MULTNOMAH COUNTY: 122nd Avenue Subway Reconstruction. County Project. Construct 61' extension to existing railroad structure, involving following approx. quantities: 80' railroad shoofly trestle; 2,100 cu. yds. general excavation; 240 cu. yds. concrete; 17,000 lbs. metal reinforcing; and 52,000 lbs. structural steel. Bids for this project are being received by the State Highway Commission for and in behalf of the Multnomah County Board of Commissioners. The acceptance or rejection of any of the proposals submitted, the award of the contract, and all other matters pertaining to the project will be handled by and through the County Court.

(12) UNION COUNTY: La Grande (Jefferson Avenue) Section of the Old Oregon Trail Highway. State Project. 0.11 mile of grading and 0.69 mile of paving. Requires approx. 1,900 cu. yds. excavation; 46 cu. yds. concrete in curbs and walks; 350 lbs. metal reinforcing; 1,800 cu. yds. crushed materials in base and cover courses; 5 tons MC-2 asphalt; 10 tons RS-1 asphalt; 4,000 tons asphaltic concrete pavement; and 16 tons 150-200 asphalt.

(13) UNION COUNTY: East Unit, Alicel Junction-Cove Section of the Lower Cove Road, about 8 miles northeast of La Grande. Federal-aid Project No. S-169(2). 6.15 miles of oiling. Requires placing approx. 5,670 cu. yds. State-furnished aggregates; 130 tons MC-2 asphalt; 280 tons 150-200 asphalt; and 90 tons RS-1 asphalt.

(14) WALLOWA COUNTY: Werst Corner-Wallowa Section of the Werst Corner-Wallowa River Road, about 3 miles northwest of Wallowa. Federal-aid Project No. S-203(1). 3.37 miles of grading and surfacing. Requires approx. 25,700 cu. yds. excavation; 16 cu. yds. concrete end basins; 13,000 cu. yds. gravel topping; and 18,300 cu. yds. crushed materials in surfacing.

(15) WALLOWA COUNTY: Enterprise (Depot Street) Paving Project. City Project. 0.32 mile of paving. Requires approx. 1,000 cu. yds. excavation for backfilling; 100 cu. yds. concrete curbs; 2,040 cu. yds. crushed base materials; 1,000 tons asphaltic concrete pavement; 3 tons RS-1 asphalt;and 6 tons 150-200 asphalt.

(16) WASHINGTON COUNTY: Reedville-Beaverton Section of the Tualatin Valley Highway. Federal-aid Project No. F-183(7). 4.69 miles of grading and paving. Requires approx. 48,600 cu. yds. excavation; 690 cu. yds. concrete in curbs, walks, drives and box culverts; 6,000 lbs. metal reinforcing; 200 metal sight posts; 97,500 cu. yds. crushed base and cover materials; 220 tons RC-3 asphalt; 36,000 tons asphaltic concrete pavement; 86 tons RS-1 asphalt; 200 tons 150-200 asphalt; and 20,000 lin. ft. asphaltic concrete traffic markers.

(17) WASHINGTON, CLACKAMAS AND MULTNOMAH COUNTIES: Division No. 1 Pavement Sealing Project on the Portland-Salem Expressway and the T. H. Banfield Expressway, south and east of Portland, respectively. State Project. 11.34 miles of pavement sealing. Requires approx. 440 tons 150-200 asphalt; and 4,590 cu. yds. contractor-furnished aggregates.

(18) YAMHILL COUNTY: North Yamhill River Bridge on Moores Valley Road. Federal-aid Project No. S-183(1). Construct 182 reinforced concrete bridge involving following approx. quantities: 200 cu. yds. excavation; 540 lin. ft. cast in place piling; 376 cu. yds. concrete; and 87,000 lbs. metal reinforcing.

BIDS TO BE OPENED AT 9:00 A.M. ON FRIDAY, JULY 1, 1955

(19) BENTON COUNTY: Bruce Junction-Martins Lake Section of the Martins Lake Road, about 5 miles north and east of Monroe. Federal-aid Project No. S-205(1). 2.56 miles of grading and surfacing. Requires approx. 10,300 cu. yds. excavation; 62 cu. yds. concrete in box culvert; 7,000 lbs. metal reinforcing; 24 metal sight posts; 19,400 cu. yds. crushed stone materials in surfacing; and 2,000 cu. yds. loose rock riprap.

(20) CLACKAMAS COUNTY: Gladstone (Clackamas Blvd.) Paving Project. City Project. 0.46 mile of paving. Requires approx. 3,700 cu. yds. crushed materials in base; 10 tons RC-3 asphalt; 1,200 tons asphaltic concrete pavement; 3 tons RS-1 asphalt; and 6 tons 150-200 asphalt.

(21) GRANT COUNTY: Austin Dwelling and Sand Storage Shed. State Project. Construct frame dwelling and 60' x 79' frame sand shed.

(22) HARNEY COUNTY: Wrights Point Section of the Frenchglen Highway, about 10 miles south of Burns. Federal-aid Project No. S-262(1). 2.11 miles of grading and surfacing. Requires approx. 68,300 cu. yds. excavation; and 11,000 cu. yds. pit-run gravel topping.

(23) HOOD RIVER COUNTY: Viento-Wasco County Line Rock Production Project on the Columbia River Highway, near Hood River. State Project. Requires approx. 10,000 cu. yds. crushed rock in stock piles.

(24) JEFFERSON COUNTY: Metolius-Juniper Butte Section of the Metolius-Culver and Culver-Juniper Butte County Roads, near Metolius and Culver, south and west of Madras. Federal-aid Projects Nos. S-107(2) and S-108(2). 10.87 miles of oiling. Requires approx. 8,000 cu. yds. crushed aggregates; 220 tons RC-3 asphalt; 470 tons 150-200 asphalt; and 146 tons RS-1 asphalt.

(25) KLAMATH COUNTY: Walker Mountain Road-Lenz Road Unit, Lapine-Lenz Road Section of The Dalles-California Highway, near Chemult and Beaver Marsh. Federal-aid Project No. F-320(6). 6.63 miles of grading, and 14.27 miles of paving. Requires approx. 152,000 cu. yds. excavation; 2,000 lin. ft. metal guardrail; 400 metal sight posts; 77,000 cu. yds. crushed cinders in base; 6,350 cu. yds.crushed oiling aggregates; 150 tons RC-3 asphalt; 100 tons 200-300 asphalt; 27,000 tons asphaltic concrete pavement mixture (cinder aggregates); 4,000 tons 85-100 asphalt in pavement mixture; and 430 tons 150-200 asphalt.

(26) KLAMATH AND OTHER COUNTIES: Division No. 4 Pavement Sealing Project on the Columbia River, Central Oregon and The Dalles-California Highways,near Hood River, west of Burns and north of Klamath Falls. State Project. 52.46 miles of pavement sealing. Requires approx. 720 tons 150-200 asphalt; and placing 7,600 cu. yds. State-furnished aggregates.

(27) LINN COUNTY: Orleans-Tangent Junction Section of the Orleans-Lebanon Road, from 3½ miles east of Corvallis to 1 mile north of Tangent. Federal-aid Project No. S-119(2). 4.54 miles of paving. Requires approx. 36 tons RS-1 asphalt; 11,750 tons asphaltic concrete pavement; 56 tons 150-200 asphalt; and 5,580 cu. yds. crushed shoulder and cover materials.

(28) LINN COUNTY: Santiam Junction Guardrail Project on the North Santiam and Santiam Highways, about 21 miles southeast of Detroit and 18 miles east of Cascadia. State Project. Requires approx. 5,400 lin. ft. metal guardrail.

(29) MARION COUNTY: Mt. Angel (Church and College Sts.) Grading and Paving Project. City Project. 0.73 mile of grading and paving. Requires approx. 3,000 cu. yds. excavation; 4,000 cu. yds. crushed materials in base and sealing; 1,460 tons asphaltic concrete pavement; 4 tons RS-2 asphalt; and 10 tons 150-200 asphalt.

(30) MARION COUNTY: Salem By-pass Pavement Sealing Project on the Portland-Salem Expressway, east of Salem. State Project. 9.6 miles of pavement sealing. Requires approx. 190 tons 150-200 asphalt; and 2,000 cu. yds. contractor-furnished aggregates.

(31) MARION AND CLACKAMAS COUNTIES: Willamette River-Hayesville Guardrail Project on the Portland-Salem Expressway, north from Salem. State Project. Requires approx. 25,000 lin. ft. metal guardrail; and 1,400 metal sight posts; intermittently along 23.94 miles of highway.

(32) MULTNOMAH COUNTY: 122nd Avenue Ramp Unit, 92nd Avenue-Fairview Section of the T. H.Banfield Expressway, east of Portland. Federal-aid Project No. BFI-323(14). 0.30 mile of grading and paving. Requires approx. 20,800 cu. yds. excavation; 8 cu. yds. concrete in curbs and gutters; 230 lin. ft. metal guardrail; 3,200 cu. yds. crushed materials in base and oiling aggregates; 9 tons RC-3 asphalt; 1,100 tons asphaltic concrete pavement; and 4 tons 150-200 asphalt.

(33) UMATILLA COUNTY: Emigrant Hill Sand Storage Shed. State Project. Construct 60' x 95' frame sand storage shed.

(34) WASCO COUNTY: Warm Springs Dwelling and Sand Storage Shed. State Project. Construct frame dwelling and 60' x 79' frame sand storage shed.

Unskilled labor employed for the Federal projects shall be obtained from lists prepared by agencies designated by the Oregon State Employment Service. The minimum wage paid to all labor employed in Federal projects shall be as follows: skilled labor, $2.25 per hour; intermediate labor, $2.00 per hour; unskilled labor $1.75 per hour.

Prequalification of bidders will be required in accordance with the provisions of ORS 279.010 to 279.024, inclusive. Full information for bidders may be obtained at the office of the Oregon State Highway Commission, State Highway Building, Salem, Oregon. Plans and specifications may be inspected at the same place and may beobtained by eligible bidders upon payment of $2.00 per each set.

Plans and specifications may also be inspected at the office of the Associated General Contractors in Portland, Seattle, Spokane, and Boise; and at the Builders Exchange Cooperative, Portland.

The right is reserved to reject any and all proposals or to accept the proposal deemed best for the State of Oregon.

OREGON STATE HIGHWAY COMMISSION

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner

R. H. Baldock
State Highway Engineer

ATTEST:
H. B. Glaisyer, Secretary

June 14, 1955

RECEIVED
JUL 29 1955
FOR FILING

15-1047
4472

July 28, 1955

D & H Paving Co.
6808 Highway 99
Vancouver, Washington

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission on June 30, as follows:

Contract No. 4470, covering Division No. 3 Pavement Sealing Project on the Pacific Highway in Jackson and Douglas Counties.

Contract No. 4472, covering Division No. 5 Pavement Sealing Project in Malheur and Wallowa Counties.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
AUG 16 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15th, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Dear Sir:

A representative of the D & H Paving Co. called yesterday to advise that they will submit a request in writing for an adjustment for the cost of rock on Unit "A", Division No. 3 Pavement Sealing project which was let on June 30th, 1955. It would appear that their estimator became confused by reason that the advertisement of bids stated that aggregate would be furnished on Unit "A", and that they did not realize from the letter which was sent them reducing the size of Unit "A" that the aggregate had been eliminated.

They also advise that the expression "Aggregates in Pavement" was different than the expression we usually use, "Furnishing and Placing Aggregates", and they thought there was still aggregate being furnished and concluded it must be on Unit "A". The estimator made out five bids the last evening and did not have time to get a confirmation of his ideas before the letting.

For the reason that this is a misinterpretation of the proposal, they feel that they have a legitimate request for an adjustment to compensate for the cost of the rock. Mr. May had another appointment while they were here, but I explained to him their request, and he has the necessary data to discuss it with you as soon as their letter is received.

I understand they are going ahead with the job on the other units.

Very truly yours,

H. G. Smith
Construction Engineer

RECEIVED
STATE HIGHWAY ENGINEER

HGS:AR

Even though this adjustment were made, the job would still be several thousand dollars below the next bidder, J. C. Compton.

H.G.S.

RECEIVED
JUL 5 - 1955
FOR FILING

15- 1047
4470

July 5, 1955

D - H Paving Company
6808 Highway 99
Vancouver, Washington

Gentlemen:

The State Highway Commission on June 30, 1955 awarded to you State Highway Contract No. 4470, Division No. 3 Pavement Sealing Project on the Pacific, Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties.

This award was based on your bid of $63,770.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Prebert
R. G. Savage, SLAC

18-8316 Lane County Line-Willamette 1955
Junction Rock Production Proj.
#4471

RECEIVED
JAN 21 1956
FOR FILING

4471

CERTIFIED MAIL

January 24, 1956

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4471 for rock production on the Lane County Line--Willamette Junction Section of the Willamette Highway in Klamath County was completed by the contractor, Rogers Construction, Inc., on October 28, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $729.80 will be released to the contractor on or after February 3, 1956. The total contract amount is $24,326.66 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carle, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 12 1955
FOR FILING

1X - X 216
11 171

December 9, 1955

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction, Inc. on contract No. 4471, for rock production on Lane County Line-Willamette Junction Section of the Willamette Highway in Klamath County. This payment, in the amount of $1,089.94, will be released to the contractor on or after December 19, 1955. The retained percentage is $729.80.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM E-123 500M REVISED 5-55

RECEIVED
NOV 23 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

14-12-16
44171

November 21, 1955

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The tate Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from September 30 to November 30, 1955 within which to complete your contract No. 44171, for rock production on Lane County Line--Tillamette Junction ection of the Tillamette Highway in Klamath County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift
Division Engineer

H. C. Cox,
Resident Engineer

Forrest Cooper,
Construction Engineer

1-8316

Form E-1—1064

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 5, 1955, 19

Section Lane County Lane - Willamette Junction

Kind of work Rock Production

Highway Willamette

Section prefix 18-8316

Contractor Rogers Construction Inc.

Contract number 4471

Date of contract 6-30-55, 19

Date of completion 9-30-55, 19

Date work started 9-28-55, 19

Estimated date of completion 10-28-55, 19

Project authorization . . . . . $ 26,775.00
Exclusive of Engineering . . . . . $ 24,671.00

Per cent of time elapsed 130 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 24,671.00

Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization $1,904.00

Engineering cost to date $1500.00, 78.8 %

Date project was completed 10-28-55, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This office wishes to re check the yardage in the sand shed at M.P. 63.1. This can be accpmplished in a short time and the semi-final will be submitted next week.

Reports on this project wiil be terminated with this report.

NOTED
OSCAR CUTLER

NOTED
W. T. WRIGHT

NOTED
L. H. Young

RECEIVED
NOV 7 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Box 151 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77060

RECEIVED
OCT 13 1955
FOR FILING

11-2-16
4-171

October 13, 1955

Request for extension of time
No. 13
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Rogers Construction, Inc. for an extension of time on the Lane County Line-Willamette Junction rock production project, Contract No. 4471, from September 30, 1955 to November 30, 1955.

The quarry specified in this contract is being used in connection with the Willamette Junction-Walker Mountain contract, and at the request of the Division Engineer that contract was completed prior to starting on this one. This rock is intended for next year's oiling program, and the overrun in time will therefore not inconvenience the State.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

HGS lg

23-1059 Division #5 Pavement Sealing 1955
Project on the I.O.N., Central
#4472 Oregon & Little Sheep Cr. Hwys.

23-1059 Division #5 Pavement Sealing 1955
Project on the I.O.N., Central
#4472 Oregon & Little Sheep Cr. Hwys.

RECEIVED
FEB 17 1956
FOR FILING

-23-1057
4472

February 16, 1956

J. F. Konen Construction Company
1408 Eleventh Street
Lewiston, Idaho

ATTENTION: Donald J. Konen

Dear Sir:

Thank you for your letter of February 14 advising that you have received settlement in full from Morrison & Lemping on your claims against our contract Nos. 4447, 4472, and 4492.

We will advise the surety and the contractor that your claims are released.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Filed

NOTED ON CARD
gf

N. PHONE 1726
J. KONEN, PHONE 2749-M

J. F. KONEN CONSTRUCTION CO.

GENERAL CONTRACTOR
1408 ELEVENTH STREET
LEWISTON :: IDAHO

February 14, 1956

Oregon State Highway Commission
Salem, Oregon

Attn. Mr. H.B. Glaisyer

Dear Sir:

This is to advise you that we have today effected settlement in full with Morrison & Lamping of Walla Walla for the following Oregon State Highway Contracts:

Contract No. 4447	Wallowa Lake
Contract No. 4472	Little Sheep Creek
Contract No. 4492	City of Enterprise

Please be advised that we hereby release Morrison & Lamping from any claims resulting from our work for them.

Yours very truly,

J.F. Konen Construction Company

By: Donald J. Konen
Donald J. Konen

RECEIVED
DEC 15 1956
STATE HIGHWAY COMMISSION

RECEIVED
FEB 17 1956
FOR FILING

42-157
4472

February 16, 1956

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Building
Tacoma, Washington

Gentlemen:

A letter has been received from J. F. Kemen Construction Company in which they write that their claim against contract #Sub72 in the amount of $2,313.52 has been settled in full by Morrison & Lamping.

It appears that Morrison & Lamping acted as sub-contractors for D - H Paving Company on this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FRQ:dm

cc: United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

cc: United Pacific Insurance Company
Victor E. Risley Co.,
808 Board of Trade Bldg.,
Portland 4, Oregon

cc: D - H Paving Company
6808 Highway 99
Vancouver, Washington

cc: Morrison & Lamping
P.O.Box 557
Milton-Freewater, Oregon

NOTED ON CARD

RECEIVED
FEB 15 1956
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT

(date) January 26, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4472	2A Post-Final	D - H Paving Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
906	B-141526	$ 768.35	1/26/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: none

Completion Date: Aug. 31, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: A claim was filed by J F. Konen Construction Co. in sum of $2,313.52

Remarks:

Date: 1-30-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 1 [illegible]

RECEIVED

RECEIVED
DEC 14 1955
FOR FILING

23-1059
4472

December 14, 1955

D-H Paving Company
6808 Highway 99
Vancouver, Washington

Attention: Mr. B. A. Wilson
Business Manager

Gentlemen:

We have not yet received any notice that the Konen Construction Company's claim against Contract No. 4472 has been withdrawn.

This is in reply to your letter of December 13 inquiring as to the status of this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

D-H PAVING COMPANY - - - *Highway Construction*

6808 HIGHWAY 99 • TELEPHONE OX. 3-1434 • VANCOUVER, WASHINGTON

December 13, 1955

Oregon State Highway Dept.
Salem, Oregon.

Re. Contract No. 4472
Div. 5, Pave. Seal

Attention Mr. H.B. Glaisyer

Gentlemen:

Please advise whether the notice of an unpaid claim filed by J.F. Konen Construction Co..of Lewiston, Idaho against the above subject contract has been withdrawn.

Very truly yours,

D-H Paving Company

B.A. Wilson, Bus. Mgr.

RECEIVED
DEC 14 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 13 1955
FOR FILING

23-1059
4472

Lucas

December 12, 1955

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

In connection with our letter of November 28 concerning a claim filed by J.F. Komen Construction Company against Contract No. 4472, awarded to D - H Paving Co. for pavement sealing in Division No. 5, we now have a letter from Mr. Komen stating that their claim against this contract is $2,313.52.

A copy of the J. F. Komen Construction Company's statement is attached.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc D-H Paving Co.
6808 Highway 99
Vancouver, Washington

Victor S. Risley Co.
808 Board of Trade Building
Portland 4, Oregon

NOTED ON CARD

COPY

J. F. KOREN CONSTRUCTION CO.
1408 Eleventh Street
Lewiston, Idaho

December 2, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: R. H. Oldsleyer, Secretary

Gentlemen:

Your letter of November 28, 1955 has been received, and the information supplied is quite adequate. Your prompt reply is appreciated.

For your information, we are enclosing a copy of our statement to Morrison & Lemping for materials and equipment furnished them on Oregon State Highway Contract No. 4442, 4472, Unit A, and 4492.

It was our understanding that we were approved by the Oregon State Highway Department as Subcontractors under Morrison & Lemping on Contracts No. 4447 and 4492. Please advise if this is not correct.

Very truly yours,

J. F. Koren Const. Co., Inc.

By /s/ Donald J. Koren

(Balance due on Contract No. 4447 - $10,097.25
" " " " No. 4472 - 2,313.52
" " " " No. 4492 - 5,096.23)

CRUSHING AND EQUIPMENT RENTALS ON OREGON STATE HIGHWAY CONTRACTS No. 4472, 4447, and 4492

Materials Crushed:

A.	Wallowa Lake Job, Contract No. 4447				
	4611	C.Y.	Crusher Run Material @	1.65	$ 7,608.15
	1087	C.Y.	3/4" Base	1.75	1,902.25
	241	C.Y.	3/4" Binder	1.75	421.75
	905	C.Y.	Oiling Aggregates	2.50	2,262.50
	500	C.Y.	3/4" -0 in Stockpile	2.30	1,150.00
	1700	C.Y.	3/4" -1/2" in Stockpile	2.60	4,420.00
	1350	C.Y.	1/2" -1/4" in Stockpile	2.60	3,510.00
	610	C.Y.	1/4" -#10 in Stockpile	2.80	1,708.00
	490.51	C.Y.	Screen Rejects	0.25	122.62
	1156.94	mi-cy	Haul on Rejects	0.12	138.83
					23,244.10
B.	Little Sheep Creek Job, Contract No. 4472				
	929	C.Y.	Oiling Aggregates	1.88	1,746.52
					1746.52
C.	City of Enterprise Job, Contract No. 4492				
	2055	C.Y.	Crusher Run	1.47	3,020.85
	417	C.Y.	3/4" Base	1.50	625.50
	24	C.Y.	1/4" -#10 Seal	2.80	67.20
	969.19	Tons	Aggregate for AC	1.38	1,323.68
					5037.23
					$30,027.85
					30,027.85

Equipment Rentals:

A.	Dozer - with operator			
	July 29 - 3 1/2" hrs.			
	Aug. 1 - 1 hr.			
	Aug. 9 - 2 hrs.			
	Augl 10 - 1/2 hrs.			
	Aug. 18 - 1/2 hrs.			
	7 1/2 hrs.		15.00	112.50
B.	Truck - with operator			
	Bottom Dump Truck and Semi			
	Aug. 5 - 15 hrs.			
	Aug. 8 - 12 hrs.			
	27 hrs.		10.00	270.00
	Dump Trucks # 17 and 18			
	Aug. 5 - 2 hrs.			
	Aug. 8 - 4 hrs.			
	Aug. 9 - 4 1/4hrs.			
	Aug. 10 - 8 hrs.			
	Augl 11 - 7 1/2hrs.			
	Aug. 13 -16 1/2 hrs.			
	Aug. 15 - 7 hrs.			
	49 1/2 hrs.		6.00	297.00
C.	Shovel - with operator			
	Aug. 15 - 3 hrs.		16.50	49.50
				$729.00

CRUSHING AND EQUIPMENT RENTALS ON OREGON ~~SCHEE~~
HIGHWAY CONTRACTS No. 4472, 4447, and 4492

Equipment Rental from Morrison & Lamping		
August 18 - 1 hr. Dump Truck W/O operator	3.50	($ 3.50)
Welding for Morrison and Lamping on Scoupmobile		
August 12 - 1 1/2 hrs.	4.00	6.00
TOTAL AMOUNT DUE (exclusive of private work)		$30,759.35

Payments Received:

October 22, 1955, Contract No. 4447	$5,000.00
October 25, 1955, Contract No. 4447	5,000.00
November 3, 1955, Contract No. 4447	7,500.00
BALANCE DUE	$13,259.35

A 4447	B 4472	C 4492	
23,244.10	1746.52	5037.23	charges - rock
112.50	270.00	49.50	" rental
	297.00	9.50	" rental
23,356.60	2313.52	5096.23	Total charges
13,259.35			less credits
10,097.25	2313.52	5096.23	Bal. due

2313.52
10097.25
17,507.00

RECEIVED
DEC 13 1955
FOR FILING

2-3-1457
4472

December 12, 1955

J. F. Komen Construction Co.
1408 Eleventh Street
Lewiston, Idaho

Attention: Mr. Donald J. Komen

Gentlemen:

We have your letter of December 2 to which was attached a statement of amounts owed to you by Morrison & Lamping on Highway Contracts 4447, 4472, and 4492. According to your statement, after adding the charges for each contract and subtracting the payments made, we find the following amounts due:

Contract No. 4447 - $10,097.25
Contract No. 4472 - 2,313.52
Contract No. 4492 - 5,096.23

As you may know, the State looks to the principal contractor and his bond for satisfactory completion of the contract and the payment of all bills incurred in it. We will, therefore, notify the principal contractors on the three contracts that you mentioned and their sureties that claims against the contracts have been received in this office. The State does not make payments directly to claimants.

Should you wish to take action other than notifying the Secretary of State, as mentioned in our letter of November 28, you might file your claims with the surety companies, mentioned in that same letter. In the meantime, we will notify the contractors and the sureties and record your claims in our office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

2 2 1059

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 9, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4472	2-Final	D-H Paving Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24724	R-138110	$ 1,989.67	12/9/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: Aug. 31, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-12-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 12 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
DEC 29 1955
FOR FILING

23-1059
4472

COPY

J. F. Konen Construction Co.
1403 Eleventh Street
Lewiston, Idaho

December 2, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

Your letter of November 23, 1955 has been received, and the information supplied is quite adequate. Your prompt reply is appreciated.

For your information, we are enclosing a copy of our statement to Morrison & Lamping for materials and equipment furnished them on Oregon State Highway Contract No. 4447, 4472, Unit A, and 4492.

It was our understanding that we were approved by the Oregon State Highway Department as Sub-contractors under Morrison & Lamping on Contracts No. 4447 and 4492. Please advise if t is is not correct.

Very truly yours,

J. F. Konen Const. Co., Inc.

By /s/ Donald J. Konen

(Balance due on Contract No. 4447 - $10,097.25
" " " " No. 4472 - 2,313.52
" " " " No. 4492 - 5,096.23)

RECEIVED
DEC 13 1955
FOR FILING

23-1157
4472

November 28, 1955

J. F. Konen Construction Co.
1408 Eleventh Street
Lewiston, Idaho

Attention: Mr. Donald J. Konen

Gentlemen:

This is to acknowledge your letter of November 23 concerning amounts owed to you for furnishing crushed aggregates on three contracts, as follows:

1. Bridge, grading and surfacing on the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Secondary Highway in Wallowa County, Contract No. 4447, awarded to Morrison & Lamping.

2. Pavement sealing project in Division No. 5, Malheur and Wallowa Counties, Contract No. 4472, awarded to D - M Paving Company, 6808 Highway 99, Vancouver, Washington.

3. Paving Depot Street in the city of Enterprise, Contract No. 4492, awarded to Morrison & Lamping, Milton-Freewater.

The U. S. Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, furnished the Performance Bonds with Contracts 4447 and 4492. The United Pacific Insurance Company, 808 Board of Trade Building, Portland 4, furnished the bond with Contract 4472.

Contract No. 4447 was completed September 13, 1955 but has not yet been accepted by the Highway Commission.

Contract No. 4472 was completed August 31 and accepted by the Highway Commission on September 22, 1955.

Contract No. 4492 was completed October 18 and accepted by the Highway Commission November 3, 1955.

On Contract No. 4447, semifinal payment in the amount of $9,334.05 was made on or after November 10, 1955. The retained percentage is $1,730.93.

On Contract No. 4472, final payments in the amounts of $1,989.67, $108.25, and $166.60 were made on or after November 7, 1955.

On Contract No. 4492, semifinal payment in the amount of $4,842.69 is to be paid on or after December 3, 1955. The retained percentage is $834.43.

Under Oregon Laws, the Performance Bond furnished by the contractor is in full force and effect until six months after the job has been completed and accepted by the Highway Commission. Should you wish to protect your claims for a period longer than six months following completion of the contracts and acceptance by the Highway Commission, you should file the claims with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for such filings.

So that our records may be complete, could you give us information concerning the amounts of your claims, dates, and other pertinent data?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

D-H PAVING COMPANY - - - *Highway Construction*

6808 HIGHWAY 99 • TELEPHONE OX. 3-1434 • VANCOUVER, WASHINGTON

November 18, 1955

Oregon State Highway Dept.
State Highway Bldg.
Salem, Oregon.

Re. Contract No. 4472,
Div. 5, Pave. Seal

Gentlemen:

We are now in receipt of approved order for extra work covering the State of Oregon's proportionate share of flagging costs on Unit A of the above subject contract in the amount of $111.31.

Accordingly, will you please see that the above described extra costs are incorporated in the final estimate of the contract.

Very truly yours,

D-H Paving Company

B. A. Wilson, Bus. Mgr.

BW/pl

RECEIVED
NOV 21 1955
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
NOV 21 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 28 1955
FOR FILING

2-3-1059
4472

October 28, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4472 covering Division No.5 Pavement Sealing Project on the Little Sheep Creek, Central Oregon and I.O.N. Highways in Malheur and Wallowa Counties was completed by the contractor, D - H Paving Co., on August 31 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $1,989.67 will be released to the contractor on or after November 7, 1955. The total contract amount is $40,633.92, of which amount $187.68 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
808 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
gf

RECEIVED
SEP 20 1955
FOR FILING

23-1059
4472

September 2, 1955

D-H Paving Company
6808 Highway 99
V ncouver, Washington

Attention: Mr. B. A. Wilson
Business Manager

REFERRED TO Lucey BY SECRETARY
with return to me. H.B.G.

Gentlemen:

I have your letter of August 30, and in conformity with instructions contained in your letter of August 26, 1955, signed by Mr. Dorman, we will be pleased to forward directly to the Vancouver Branch, The National Bank of Commerce of Seattle, future warrants payable to you in connection with State Highway Contract 4472.

We cannot follow that procedure with payments in connection with Contract 4470 because we have not as yet received consent of the United Pacific Insurance Company to the handling of warrants in that manner. We will be glad to do so, however, as soon as we receive a letter from the United Pacific Insurance Company stating that such procedure meets with its satisfaction.

I am forwarding a copy of this letter to the United Pacific Insurance Company for its information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COM.

HBG:jmc

cc: United Pacific Insurance Company
Victor S. Risley Company, Agent
808 Board of Trade Building
Portland 4, Oregon

C. H. Maison (2)

NOTED ON CARD

D-H PAVING COMPANY - - - *Highway Construction*

6808 HIGHWAY 99 • TELEPHONE OX. 3-1434 • VANCOUVER, WASHINGTON

August 30, 1955

Oregon State Highway Department
Salem, Oregon

Attention Mr. H.B Glaisyer

Re. Contracts No. 4470 & 4472

Gentlemen:

Thank you for your letters of August 29th and 30th relative to payment of estimates on the above subject contracts.

As indicated in our letter of August 26th, signed by our president, Mr. Bob Dorman, it is our preference that the monthly warrants be mailed directly to the Vancouver Branch of the National Bank of Commerce, Vancouver, Wash. rather than for us to execute a special assignment in favor of the bank as you suggested. In this manner only the mailing address of the warrants is changed.

Under even date our Surety, the United Pacific Insurance Co., is extending written consent to the mailing of the warrants to the bank as you requested.

Very truly yours,

D-H Paving Company

B.A. Wilson, Bus. Mgr.

BW/pl

ANSWERED
H. B. GLAISYER
cc Riley
cc Warner

NOTED
H. B. GLAISYER

RECEIVED
SEP 1 1955
OREGON
STATE HIGHWAY COMMISSION

Form E-1—1961

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 1, 1955, 19

Section Division No. 5 Pavement Sealing Project
Kind of work Pavement Sealing

Highway Little Sheep Creek, Central Oregon, & L.O.&N.
Section prefix 23-1059

Contractor D & H Paving Co.
Contract number 4472

Date of contract June 30, 1955, 19
Date of completion Aug. 31, 1955, 19

Date work started Aug. 9, 1955, 19
Estimated date of completion Aug. 31, 1955, 19

Project authorization $68,532.75
Exclusive of Engineering $63,659.31
Per cent of time elapsed 100 %
Contract Items 40,252.97 Cont. 142.27
State Mat. 10,994.94
Flagging 187.69 $ 51,577.87 total

Estimated cost of completed project, exclusive of engineering . . .

Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization . . . . . $ 4873.44

Engineering cost to date $ 3521.90, 72.3 %
Date project was completed Aug. 31, 1955, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final Estimate was completed and forwarded to the Division Office Sept. 29, 1955. The completion of this Estimate was delayed because Asphalt Invoices were not forwarded previously.

NOTED
L. H. Young

NOTED
FORREST COOPER

RECEIVED
OCT 3 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
R. G. Smith

Signed C. L. McKinney

Address P.O. Box 542 Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77099

Paveme[illegible] Sealing

	Unit A	Unit B	Unit C		
	GRADING	XXXXXXXXX	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		8.21	12.70	20.0	
Miles partially completed					
Miles completed		8.21	12.70	20.0	
Total estimated quantities					
Estimated quantities moved or placed to date		87.35 T 121-150 Asphalt	157.94 T	229.0 T	
Average daily quantities		929 cy Cover Material Placed	1770 cy	2172 cy	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

ASSIGNMENT

For a valuable consideration, receipt of which is hereby acknowledged, the undersigned (hereinafter called the "assignor") hereby sells, assigns, transfers and sets over unto THE NATIONAL BANK OF COMMERCE OF SEATTLE, Vancouver Branch, (hereinafter called the "bank"), all of the assignor's right, title, and interest in and to all moneys due or to become due from State of Oregon under that certain

Contract Number 4472 Made by State of Oregon

with D-H Paving Company
(Name of Contractor)

Vancouver, Washington
(Address of Contractor)

for Little Sheep Creek, Central Oregon and I. O. N. Division 5 - Pavement sealing project in Malheur and Wallowa Counties, Oregon

which contract is dated June 30, 1955

and the assignor does hereby also sell, assign, transfer, and set over unto said bank all of the assignor's right, title, and interest in and to all moneys due or to become due under any and all amendments of, or supplements to, said contract.

The assignor hereby agrees that all payments due, or to become due, under said contract, or under any amendments of or supplements to said contract, and all checks representing said payments, shall be made payable to the order of and delivered to the bank. The assignor does hereby designate and appoint said bank the attorney in fact of the assignor granting unto said bank power irrevocable, for the assignor and in the name, place and stead of the assignor, to receive, endorse and collect each and all of said checks, and to ask, demand and receive of State of Oregon, the said moneys due or to become due under said contract, or under any amendments of or supplements to said contract, and on payment thereof to give sufficient releases, receipts and discharges thereof and on non-payment thereof, in the discretion of said bank, to file any claim or to take any other action or proceeding, either in its own name or in the name of the assignor or otherwise, which to said bank may seem necessary or desirable in order to collect or enforce the payment of any and all moneys which may become due or owing on account of said contract or any amendments thereof or supplements thereto. It is expressly understood and agreed, however, that the bank shall not be required or obligated in any manner to make any demand or to make any inquiry as to the nature of or sufficiency of any payment received by it, or to present or file any claim or to take any other action to collect or enforce the payment of any amount which may have been assigned to it or to which it may be entitled hereunder at any time or times.

The assignor does hereby represent and warrant unto said bank: That no payments have been made on account of said contract, that no prior assignment thereof has been made, and that no additional assignments thereof will be made.

IN WITNESS WHEREOF the assignor has caused this assignment to be duly executed this 26th day of August, 19 55.

ACCEPTANCE

Accepted this ..... day of ..... , 19 .....

.....

By .....

Its .....

D-H PAVING COMPANY

By Bob Adams Its President

By ..... Its .....

Attest ..... Its .....

N.B.C. FORM 283-B

(SEE OVER)

RECEIVED
SEP 2 - 1955
FOR FILING

REFERRED TO
BY SECRETARY

NOTED
FLOYD QUERY

August 31, 1955

United Pacific Insurance Company
Victor S. Risley Company, Agent
808 Board of Trade Building
Portland, Oregon

Attention: Mr. Victor S. Risley

Gentlemen:

Just received is your letter of August 30, 1955 in which you give your consent to mailing of estimate warrants earned by D-H Paving Company in connection with State Highway Contract No. 4672 directly to the National Bank of Commerce, Vancouver, Washington.

Your letter is satisfactory for our purposes, and we will be glad to comply with the request of the D-H Paving Company so-far as it pertains to this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jme

cc: D-H Paving Company
6808 Highway 99
Vancouver, Washington

C. H. Maison

Mr. Maison:
It will be satisfactory for you to mail the warrants directly to the bank referred to above. The proper name of the bank is The National Bank of Commerce of Seattle, Vancouver Branch.

HBG

NOTED ON CARD

VICTOR S. RISLEY CO. · *General Insurance*

808 BOARD OF TRADE BUILDING
TELEPHONE: AT 9301
RESIDENCE: CA 3855
PORTLAND, OREGON

August 30, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Herb:

If the attached Consent will permit you to mail D-H Paving's warrants direct to the bank we would appreciate your handling their request in this manner.

Thank you for your kindess.

Very truly yours,

Victor S Risley

VSR/am
encl.

RECEIVED
AUG 31 1955
OREGON
STATE HIGHWAY COMMISSION

Etna · WORLD · CENTURY · STAMPED BY · INSURANCE GROUP · HARTFORD · CONNECTICUT

ACKNOWLEDGED
H. B. GLAISYER

NOTED ON CARD

VICTOR S. RISLEY CO. · *General Insurance*

808 BOARD OF TRADE BUILDING
TELEPHONE: AT 9301
RESIDENCE: CA 3855
PORTLAND, OREGON

August 30, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: D-H Paving Company - Contract No. 4472
Division No. 5 Pavement Sealing Project

Gentlemen:

We have your letter of August 29, 1955 in regard to the request of D-H Paving Company to mail directly to the National Bank of Commerce, Vancouver, Washington, all warrants due in connection with the above captioned contract.

Consent of the Surety is hereby given the Oregon State Highway Commission to the above request.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

By Victor S. Risley
Victor S. Risley, Attorney-in-fact

VSR/am

Etna · WORLD · CENTURY · STANDARD · INSURANCE GROUP · HARTFORD · CONNECTICUT

ACKNOWLEDGED
H. B. GLAISYER

NOTED ON CARD

RECEIVED
AUG 31 1955
OREGON
STATE HIGHWAY COMMISSION

August 29, 1955

United Pacific Insurance Company
Victor S. Risley Company, Agent
808 Board of Trade Building
Portland 4, Oregon

Gentlemen:

There was received in today's mail a letter from D-H Paving Company, Vancouver, Washington, in which the State Highway Commission is requested to mail directly to the Vancouver Branch of The National Bank of Commerce, Vancouver, Washington, all warrants due the D-H Paving Company in connection with State Highway Contract 4472, Division No. 5 Pavement Sealing Project. It appears that the D-H Paving Company has arranged to finance this job through the above mentioned bank.

We will be glad to comply with the company's request if you have no objection to such method of handling the warrants, but we, of course, would prefer that the D-H Paving Company assign the funds, using the Highway Commission's standard form for this purpose. I have today sent copies of the assignment form to the D-H Paving Company, and I have suggested that they use this method of handling the warrants. The assignment, of course, must have the written consent of the surety before we can honor it. Please advise your reaction. If you have no objections to the Highway Commission mailing warrants directly to the bank, we would like a letter from you to that effect. On the other hand if you wish the matter covered by formal assignment of the funds, using the Highway Commission's standard form, please so state and send us a letter consenting thereto.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBGtjmc
cc: D-H Paving Company
6808 Highway 99
Vancouver, Washington

NOTED ON CARD
gf

C. H. Maison (2) -- Please hold up payments in connection with this job until the matter of handling the funds has been disposed of.

HBG

August 29, 1955

D-H Paving Company
6808 Highway 99
Vancouver, Washington

Attention: Mr. Bob Dorman
President

Gentlemen:

Just received is your letter of August 26, 1955 requesting that warrants in payment of periodic estimates in connection with State Highway Contract 4472, Division No. 5 Pavement Sealing Project, be mailed directly to the Vancouver Branch of the National Bank of Commerce, Vancouver, Washington, the same to be applied on your indebtedness to the bank. With your letter you transmit a form of assignment to the bank of the funds due in connection with this job.

Before we can honor your request with respect to mailing the warrants directly to the bank, we must have a letter from the United Pacific Insurance Company, the surety on your contract bond, stating that they have no objection to our mailing the warrants to the bank. In our estimation the proper way to handle the matter is for you to assign to the bank all monies that are owing you in connection with this project. You have already attempted to do this, using the bank's form of assignment.

The State Highway Commission has no particular objection to the assignment of the funds, but requires use of the Commission's standard form. I have taken the liberty to enclose five copies of this form, and suggest that you execute these as a substitute for the forms that you submitted. Return the original and one copy, both fully executed, to this office for further handling; also furnish this office with a letter from the United Pacific Insurance Company consenting to the assignment without prejudice to the bond.

I am today instructing our Auditor to withhold payment in connection with this job until the matter of the warrants has been disposed of.

Respectfully yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: United Pacific Insurance Company
Victor E. Risley Company
[illegible] Board of Trade Building
Portland 4, Oregon

August 26, 1955

Director of Department of Highways
State of Oregon
Salem, Oregon

Dear Sir:

In order to obtain adequate financing in connection with that certain contract dated June 30, 1955, between ourselves and the State of Oregon, referred to as contract No. 4472, and more particularly described as pavement sealing project, Little Sheep Creek, Central Oregon & I. O. N., Malheur and Wallowa Counties, we have this day assigned the proceeds from this contract to the Vancouver Branch, The National Bank of Commerce, Vancouver, Washington.

We realize that the State of Oregon will not recognize an assignment, but we do request and authorize your office to mail checks in payment of periodic estimates to the D-H Paving Company, in care of Vancouver Branch, The National Bank of Commerce, Vancouver, Washington.

Will you please indicate your acceptance and acknowledge our request by signing and returning one copy of this letter.

Yours very truly

D-H PAVING COMPANY

Bob Thomas

President

RECEIVED
AUG 30 1955
STATE HIGHWAY COMMISSION

ASSIGNMENT

For a valuable consideration, receipt of which is hereby acknowledged, the undersigned (hereinafter called the "assignor") hereby sells, assigns, transfers and sets over unto **THE NATIONAL BANK OF COMMERCE OF SEATTLE,** Vancouver Branch, (hereinafter called the "bank"), all of the assignor's right, title, and interest in and to all moneys due or to become due from State of Oregon under that certain

Contract Number 4472 Made by State of Oregon

with D-H Paving Company
(Name of Contractor)

Vancouver, Washington
(Address of Contractor)

for Little Sheep Creek, Central Oregon and I. O. N. Division 5 - Pavement sealing project in Malheur and Wallowa Counties, Oregon

which contract is dated June 30, 1955

and the assignor does hereby also sell, assign, transfer, and set over unto said bank all of the assignor's right, title, and interest in and to all moneys due or to become due under any and all amendments of, or supplements to, said contract.

The assignor hereby agrees that all payments due, or to become due, under said contract, or under any amendments of or supplements to said contract, and all checks representing said payments, shall be made payable to the order of and delivered to the bank. The assignor does hereby designate and appoint said bank the attorney in fact of the assignor granting unto said bank power irrevocable, for the assignor and in the name, place and stead of the assignor, to receive, endorse and collect each and all of said checks, and to ask, demand and receive of State of Oregon, the said moneys due or to become due under said contract, or under any amendments of or supplements to said contract, and on payment thereof to give sufficient releases, receipts and discharges thereof and on non-payment thereof, in the discretion of said bank, to file any claim or to take any other action or proceeding, either in its own name or in the name of the assignor or otherwise, which to said bank may seem necessary or desirable in order to collect or enforce the payment of any and all moneys which may become due or owing on account of said contract or any amendments thereof or supplements thereto. It is expressly understood and agreed, however, that the bank shall not be required or obligated in any manner to make any demand or to make any inquiry as to the nature of or sufficiency of any payment received by it, or to present or file any claim or to take any other action to collect or enforce the payment of any amount which may have been assigned to it or to which it may be entitled hereunder at any time or times.

The assignor does hereby represent and warrant unto said bank: That no payments have been made on account of said contract, that no prior assignment thereof has been made, and that no additional assignments thereof will be made.

IN WITNESS WHEREOF the assignor has caused this assignment to be duly executed this 26th day of August, 19 55.

ACCEPTANCE

Accepted this ..... day of ....., 19.....

.....

By .....

Its .....

D-H PAVING COMPANY

By B. L. Dunn Its President

By ..... Its .....

Attest ..... Its .....

N.B.C. FORM 283-B

(SEE OVER)

ASSIGNMENT

For a valuable consideration, receipt of which is hereby acknowledged, the undersigned (hereinafter called the "assignor") hereby sells, assigns, transfers and sets over unto THE NATIONAL BANK OF COMMERCE OF SEATTLE, Vancouver Branch, (hereinafter called the "bank"), all of the assignor's right, title, and interest in and to all moneys due or to become due from State of Oregon under that certain

Contract Number 4472 Made by State of Oregon

with D-H Paving Company
(Name of Contractor)

Vancouver, Washington
(Address of Contractor)

for Little Sheep Creek, Central Oregon and I. O. H. Division 5 - Pavement sealing project in Malheur and Wallowa Counties, Oregon

which contract is dated June 30, 1955

and the assignor does hereby also sell, assign, transfer, and set over unto said bank all of the assignor's right, title, and interest in and to all moneys due or to become due under any and all amendments of, or supplements to, said contract.

The assignor hereby agrees that all payments due, or to become due, under said contract, or under any amendments of or supplements to said contract, and all checks representing said payments, shall be made payable to the order of and delivered to the bank. The assignor does hereby designate and appoint said bank the attorney in fact of the assignor granting unto said bank power irrevocable, for the assignor and in the name, place and stead of the assignor, to receive, endorse and collect each and all of said checks, and to ask, demand and receive of State of Oregon, the said moneys due or to become due under said contract, or under any amendments of or supplements to said contract, and on payment thereof to give sufficient releases, receipts and discharges thereof and on non-payment thereof, in the discretion of said bank, to file any claim or to take any other action or proceeding, either in its own name or in the name of the assignor or otherwise, which to said bank may seem necessary or desirable in order to collect or enforce the payment of any and all moneys which may become due or owing on account of said contract or any amendments thereof or supplements thereto. It is expressly understood and agreed, however, that the bank shall not be required or obligated in any manner to make any demand or to make any inquiry as to the nature of or sufficiency of any payment received by it, or to present or file any claim or to take any other action to collect or enforce the payment of any amount which may have been assigned to it or to which it may be entitled hereunder at any time or times.

The assignor does hereby represent and warrant unto said bank: That no payments have been made on account of said contract, that no prior assignment thereof has been made, and that no additional assignments thereof will be made.

IN WITNESS WHEREOF the assignor has caused this assignment to be duly executed this 26th day of August, 19 55.

ACCEPTANCE

Accepted this ..... day of ....., 19.....

.....

By .....

Its .....

D-H PAVING COMPANY

By Bob Dorman Its President

By ..... Its .....

Attest ..... Its .....

N.B.C. FORM 283-B

(SEE OVER)

RECEIVED
JUL 29 1955
FOR FILING
22-1059
4472

July 28, 1955

D & H Paving Co.
6808 Highway 99
Vancouver, Washington

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission on June 30, as follows:

Contract No. 4470, covering Division No. 3 Pavement Sealing Project on the Pacific Highway in Jackson and Douglas Counties.

Contract No. 4472, covering Division No. 5 Pavement Sealing Project in Malheur and Wallowa Counties.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUL 5 - 1955
FOR FILING

-1059
447

July 5, 1955

D - H Paving Company
6808 Highway 99
Vancouver, Washington

Gentlemen:

The State Highway Commission on June 30, 1955 awarded to you State Highway Contract No. 4472, Division No. 5 Pavement Sealing Project on the I. O. N., Central Oregon, and Little Sheep Creek Highways southwest of Jordan Valley, east of Vale, and east from Joseph in Malheur and Wallowa Counties.

This award was based on your bid of $47,232.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
R. G. Savage, SIAC

FI-67(4) Two Structures on Olds Ferry- Ontario Sec., Old Oregon Trail Hwy. 1955

#4473

FORM H-123 5M REVISED 5-56

RECEIVED
OCT 10 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

II-6764
4473

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 9, 1956

Neilsen & Smith Construction Co.
141 South Bracken St.
Twin Falls, Idaho

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from April 30, 1956 to July 7, 1956, the date of completion of the contract, within which to complete your contract No. 4473, for constructing the Malheur River Bridge and Stanton Boulevard Undercrossing on the Old Oregon Trail Highway in Malheur County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

A. F. Parson,
Division Engineer

Enrique Rodriguez,
Resident Engineer

P. M. Stephensen,
Bridge Engineer

RECEIVED
SEP 21 1956
FOR FILING
FI-67 (4)
4473

September 21, 1956

Neilsen and Smith Construction Co.
P. O. Box 452
Twin Falls, Idaho

Attention: Mr. Ray Neilsen

Gentlemen:

In response to your letter of September 19, we have checked into the status of final payment on your contract No. 4473. We find that the project was completed July 7, 1956 and is to be presented to the Commission for acceptance at its meeting of September 27 and 28. We have already notified the Surety that final payment is to be made after acceptance by the Commission. You should receive the check not later than October 5.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Neilsen and Smith Construction Co.

141 Bracken Street

Twin Falls, Idaho

P. O. Box 452 Phone 880

September 19, 1956

Mr. H.B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Would it be possible for you to tell us when we can expect the final estimate on the Olds Ferry-Ontario job, Project No. 23-1060-201(41), Contract No. 4473.

A letter from you advising us of the approximate date we can expect this final would be appreciated.

Thanking you, we remain

Very truly yours,

NEILSEN & SMITH CONSTRUCTION CO.

Ray Neilsen

Ray Neilsen

RN/ab

RECEIVED
STATE

RECEIVED
SEP 17 1956
FOR FILING
FI-67(4)
4473

September 13, 1956

Request for extension of time
No. 21
September 27 and 30, meeting

Oregon State Highway Commission

Gentlemen:

Re: Two (2) structures on Ida Ferry-Ontario Section of Old Oregon Trail Highway
Contract No. 4473

Mellen and Smith, contractors on two structures on the Ida Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County, have requested an extension of time from April 30, 1956, to July 7, 1956, the date of completion of the project.

All work on these structures was completed prior to the specified completion date with the exception of a small amount of concrete finishing on the piers of the Malheur River Bridge. This could not be done until the arrival of the low water period.

It is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

PHB/nn

Attached

OREGON STATE HIGHWAY DEPARTMENT

FI-6'7 (4)
4473

(date)
August 9, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4473	12 Final	Neilsen & Smith Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16776	R-157917	$8,302.69	8/9/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Frances Cole
ACCOUNTING DIVISION

Specified completion Date: April 30, 1956

Time Extensions: to July 7, 1956

Completion Date: July 7, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-3-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: OCT 3 1956
Ruth Rawlings

RECEIVED
JUL 30 1956
FOR FILING

FI-67 (4)

4473

July 30, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State highway contract No. 4473 for work performed on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County was completed by the contractor, Nielsen & Smith Construction Co., on July 7, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $8,302.69 will be released to the contractor after acceptance by the Commission. The total contract amount is $105,760.37, of which amount $488.59 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
7-30-56
rm

RECEIVED
JUL 30 1956
FOR FILING

FI-67 (4)

4473

July 30, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State highway contract No. 4473 for work performed on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County was completed by the contractor, Neilsen & Smith Construction Co., on July 7, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $8,302.69 will be released to the contractor after acceptance by the Commission. The total contract amount is $105,760.37, of which amount $488.59 represents force account items.

The stat is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
7-30-56
rm

Form PR 2 (Revised 1950)

CPRS-1848

State Oregon

Project No. FI-67(4)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of November, 19 55,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of May, 19 55, a program, which was approved on the 13th day of June, 19 55, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 14th day of June, 19 55, and the sum of one hundred twenty-six thousand and 00/100

dollars ($ 126,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources _____

_____

_____
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1017+30 in the SW 1/4 of Section 18, and survey station 1158+59 in the NW 1/4 of Section 33, all in T. 17 S., R. 47 E., W.M., except stations 1017+30 to 1055+65 and 1056+75 to 1155+57,

_____, length 0.078 miles, in Malheur County, being Oregon project No. FI-67(4), consisting of 0.000 miles of roadway and four bridges, each of more than 20 feet clear span, 0.078 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11870-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred twenty-six thousand and 00/100 dollars ($126,000.00), which does not exceed the authorized Federal pro rata share of two hundred four thousand, six hundred ninety and 20/100 dollars ($204,690.20), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
H H Seavey
SECRETARY

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

A&C2

RECOMMENDED FOR APPROVAL

_____
Deputy State Highway Engineer

RECEIVED
NOV 16 1955
DIVISION 6

Oregon State Highway Department

Federal Aid
Project No. FI-67(4)

OLDS FERRY-ONTARIO SECTION (STRUCTURES) OF THE

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 22, 1955

Type Code X721
Stanton Boulevard Undercrossing (Sta. 1017+30) (Contract No. 4473)

275 cu. yd.	Structural Excavation	$ 3.50	$	962.50
25 cu. yd.	Excavation Below Elevation Shown	3.50		87.50
480 lin. ft.	Treated Timber Piling	2.00		960.00
8 only	Drive Timber Piles	80.00		640.00
420 cu. yd.	Class "A" Concrete	64.00		26,880.00
95,000 lbs.	Metal Reinforcement	0.12		11,400.00
150 lin. ft.	8 Inch Metal Drain Pipe	3.50		525.00
			$	41,455.00

Type Code X021
Malheur River Bridge (Sta. 1155+57 to Sta. 1158+59) (Contract No. 4473)

All Required	Shoring, Cribbing, Etc.		$	4,000.00
370 cu. yds.	Structural Excavation	$ 6.00		2,220.00
30 cu. yds.	Excavation Below Elevation Shown	10.00		300.00
440 lin. ft.	Treated Timber Piling	2.00		880.00
16 only	Drive Timber Piles	35.00		560.00
620 cu. yds.	Class "A" Concrete	64.00		39,680.00
163,000 lbs.	Metal Reinforcement	0.12		19,560.00
			$	67,200.00

Type Code X221
Overcrossing (Sta. 1055+65 to Sta. 1056+75) (Contract No. 4505)

210 cu. yds.	Structural Excavation	$ 8.00	$	1,680.00
10 cu. yds.	Excavation Below Elevation Shown	8.00		80.00
2,010 lin. ft.	Treated Timber Piling	1.50		3,015.00
62 only	Drive Piles	45.00		2,790.00
312 cu. yds.	Class "A" Concrete	64.00		19,968.00
70,750 lbs.	Metal Reinforcement	0.12		8,490.00
100 lin. ft.	8 Inch Metal Drain Pipe	3.00		300.00
			$	36,323.00

Type Code X721
Undercrossing (Sta. 1103+63.27) (Contract No. 4505)

100 cu. yds.	Structural Excavation	$ 8.00	$	800.00
10 cu. yds.	Excavation Below Elevation Shown	8.00		80.00

1,320 lin. ft.	Furnish Cast-in-Place Concrete Piling	$ 3.50	$ 4,620.00
40 only	Drive Steel Casings	45.00	1,800.00
357 cu. yds.	Class "A" Concrete	64.00	22,848.00
91,300 lbs.	Metal Reinforcement	0.12	10,956.00
			$ 41,104.00
	Subtotal		$186,082.00
	10% Engr. & Cont.		18,608.20
	Total		$204,690.20

Length of 4 Structures 0.078 Miles

Federal Funds	$126,000.00
State Funds	78,690.20
	$204,690.20

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. FI-67 (4)

OLDS FERRY-ONTARIO SECTION (STRUCTURES) OF THE

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 14, 1955

Type Code K721
Stanton Boulevard Undercrossing (Sta. 1017+30)

275 Cu. Yds.	Structural Excavation	$ 5.00	$ 1,375.00
25 Cu. Yds.	Excavation Below Elevation Shown	10.00	250.00
480 Lin. Ft.	Treated Timber Piling	1.50	720.00
8 Only	Drive Timber Piles	60.00	480.00
420 Cu. Yds.	Class "A" Concrete	75.00	31,500.00
95,000 Lbs.	Metal Reinforcement	0.125	11,875.00
150 Lin. Ft.	8-Inch Metal Drain Pipe	5.00	750.00
			$ 46,950.00

Type Code X021
Malheur River Bridge (Sta. 1155+57 to Sta. 1158+59)

All Required	Shoring, Cribbing, Etc.	$	$ 6,000.00
370 Cu. Yds.	Structural Excavation	10.00	3,700.00
30 Cu. Yds.	Excavation Below Elevation Shown	15.00	450.00
440 Lin. Ft.	Treated Timber Piling	1.50	660.00
16 Only	Drive Timber Piles	60.00	960.00
620 Cu. Yds.	Class "A" Concrete	75.00	46,500.00
163,000 Lbs.	Metal Reinforcement	0.125	20,375.00
			$ 78,645.00

Subtotal	$125,595.00
10% Engr. & Cont.	12,559.50
Total	$138,154.50

Length of 2 Structures 0.057 Mile

Federal Funds.....	$ 85,000.00
State Funds.....	53,154.50
	$138,154.50

Oregon State Highway Department

Federal Aid
Project No. FI-67(4)

OLDS FERRY-ONTARIO SECTION (STRUCTURES) OF THE

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 22, 1955

Type Code X721
Stanton Boulevard Undercrossing (Sta. 1017+30)(Contract No. 4473)

275 cu. yds.	Structural Excavation	$ 3.50	$ 962.50
25 cu. yds.	Excavation Below Elevation Shown	3.50	87.50
480 lin. ft.	Treated Timber Piling	2.00	960.00
8 only	Drive Timber Piles	80.00	640.00
420 cu. yds.	Class "A" Concrete	64.00	26,880.00
95,000 lbs.	Metal Reinforcement	0.12	11,400.00
150 lin. ft.	8-inch Metal Drain Pipe	3.50	525.00
			$51,455.00

Type Code X021
Malheur River Bridge (Sta.1155+57 to Sta.1158+59)(Contract No. 4473)

All Required	Shoring, Cribbing Etc.	$	$ 4,000.00
370 cu. yds.	Structural Excavation	6.00	2,220.00
30 cu. yds.	Excavation Below Elevation Shown	10.00	300.00
440 lin. ft.	Treated Timber Piling	2.00	880.00
16 only	Drive Timber Piles	35.00	560.00
620 cu. yds.	Class "A" Concrete	64.00	39,680.00
163,000 lbs.	Metal Reinforcement	0.12	19,560.00
			$67,200.00

Type Code X221
Overcrossing (Sta.1055+65 to Sta.1056+75)

210 cu. yds.	Structural Excavation	$ 5.00	$ 1,050.00
10 cu. yds.	Excavation Below Elevation Shown	7.50	75.00
2,010 lin. ft.	Treated Timber Piling	2.50	5,025.00
62 only	Drive Piles	75.00	4,650.00
312 cu. yds.	Class "A" Concrete	65.00	20,280.00
70,750 lbs.	Metal Reinforcement	0.12	8,490.00
100 lin. ft.	8-inch Metal Drain Pipe	3.50	350.00
			$39,920.00

Type Code X721
Undercrossing (Sta.1103+63.27)

100 cu. yds.	Structural Excavation	$ 5.00	$ 500.00
10 cu. yds.	Excavation Below Elevation Shown	7.50	75.00
1,320 lin. ft.	Furnish Cast-in-Place Concrete Piling	6.50	8,580.00
40 only	Drive Steel Casings	80.00	3,200.00
357 cu. yds.	Class "A" Concrete	65.00	23,205.00
91,300 lbs.	Metal Reinforcement	0.12	10,956.00
			$46,516.00

Subtotal	$195,091.00
10% Engr. & Cont.	19,509.10
Total	$214,600.10

Length of 4 Structures 0.078 Mile

Federal Funds.....	$132,000.00
State Funds.....	82,600.10
	$214,600.10

RECEIVED
AUG 2 - 1955
FOR FILING

1 Fwy (4)
4473

August 2, 1955

Neilsen & Smith Construction Co.
141 South Bracken St.
Twin Falls, Idaho

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4473, which was awarded to you by the State Highway Commission on June 30, For constructing Malheur River Bridge and Stanton Boulevard Undercrossing on the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 5 - 1955
FOR FILING

FI-6714
4473

July 5, 1935

Nellson & Smith
141 South Bracken
Twin Falls, Idaho

Gentlemen:

The State Highway Commission on June 30, 1955 awarded to you State Highway Contract No. 4473 for construction of a reinforced concrete bridge over the Malheur River and a reinforced concrete highway grade separation structure on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County.

This award was based on your bid of $108,655.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephansen

IN-176(10) Battle Creek Jct.-Illahee 1955
Unit, Battle Cr. Jct.-Jefferson
#4474 Jct. Sec., Pacific Hwy. East

RECEIVED
APR 29 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
April 25, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4474	5-Final	Trussfab Incorporated

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9055	H-179409	$ 500.00	4/25/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1955

Time Extensions: Nov. 29, 1956

Completion Date: Nov. 29, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: Apr. 26, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: 4-26-57
Ruth Rawlings

RECEIVED
FEB 4 1957
FOR FILING

V-116

4474

February 4, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4474 for work performed on the Battle Creek Jct.-Illahee Unit, Battle Creek Jct.-Jefferson Jct. Section of the Pacific Highway in Marion County was completed by the contractor, Trusefab, Inc., on November 29, 1956 and was formally accepted by the Highway Commission on December 17, 1956.

Final payment in the amount of $500.00 will be released to the contractor on or after February 14, 1957. The total contract amount is $15,053.17 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Continental Casualty Co.
C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 24 1957
FOR FILING

SW 17b (a)
4471

January 24, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Trussfab, Inc. in connection with contract No. 4474, for guard rail and fencing on Battle Creek Jct.-Illahee Unit, Battle Creek Jct.-Jefferson Jct. Section of the Pacific Highway in Marion County. This payment in the amount of $2,678.88 will be released to the contractor on or after February 4, 1957. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM S-120 5M REVISED 2-55

RECEIVED
DEC 23 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

4474

Trussfab, Inc.
1160 N. W. 102nd Ave.
Portland 1, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from December 31, 1955 to November 29, 1956 within which to complete your contract No. 4474, for guard rail and fencing on Battle Creek Jct.-Illahee Unit, Battle Creek Jct.-Jefferson Jct. Section of the Pacific Highway in Marion County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Kenneth E. Bartel,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
DEC 13 1956
FOR FILING

4474

December 12, 1956

Oregon State Highway Commission

Request for extension of time
No. 24
December 17 and 18 meeting

Gentlemen:

Herewith is a request from Transfab, Inc. for an extension of time on the Battle Creek Junction-Illahee Unit of the Battle Creek-Jefferson Junction Section guardrail and fencing project, Contract No. 4474, from December 31, 1955 to November 29, 1956.

This project could not be started until the grading and paving contractor completed on September 1, and the guardrail contractor started work immediately thereafter, completing on November 29. We have suffered no inconveniences nor added expense because of the overrun, and I would recommend that the extension be granted without penalty.

Mr. C. C. Polk of the Bureau of Public Roads concurs in the above recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

RECEIVED
DEC 5 1956
FOR FILING
IN-176 (10)
4474

December 4, 1956

Mr. C. H. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 29, 1956, on Contract No. 4474, Battle Creek Jct.-Illahee Unit, Battle Creek Jct.-Jefferson Jct. Section, in Marion County, in connection with Federal Aid Project No. IN-176(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DMP:ih

cc: Clarence C. Swanson

RECEIVED
DEC 5 1956
FOR FILING

1 : 6 (1)
4474

December 4, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Battle Creek Jct.--Illahee Guard Rail & Fencing, Contract No. 4474, Oregon IR-176 (10), from December 31, 1955 to November 29, 1956 to Trussfab, Inc., contractors.

This project could not be started until the grading and paving on this unit was completed. The grading and paving contractor completed his section on September 1, 1956 and this contractor started work immediately, thereafter completing on November 29th. We have suffered no inconvenience nor added expense because of the overrun, and I would recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

IN-176 (10)

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 30, 1956

Section Battle Creek Jct. - Illahee Unit
Battle Creek Jct. - Jefferson Jct.

Kind of work Guard Rail & Fencing

Highway Pacific - East

Section prefix 24-1097

Contractor Trussfab, Inc.

Contract number 4474

Date of contract June 30, 1955

Date of completion Dec. 31, 1955

Date work started Sept. 11, 1956

Estimated date of completion Nov. 30, 1956

Project authorization . . . . . $ 18140.63

Exclusive of Engineering . . . . . $ 16850.63

Per cent of time elapsed 292 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 16850.63

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 1290.00

Engineering cost to date $ 2059.23, 159.6 %

Date project was completed 11-29, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor worked all week painting a second coat on the guard rails.

The work was completed on Thursday Nov. 29. All equipment is off the job.

RECEIVED
DEC - 3 1956
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Noted
M. N. Juve

RECEIVED
DEC 3 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
D. J. BARBEE

NOTED
L. H. Young

Signed Kenneth E. Booth

Address Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed	Fencing	Guard Rail			
Total estimated quantities (contract)	1350 rods	6000 ft.			
Total quantities corrected to date	1021 rods	5640.5 ft.			
Estimated quantities moved or placed to date	" "	" "			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		1			
Men	1				
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors 1, Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
SEP 14 1956
FOR FILING
IN-176 (10)
4474

September 13, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 11, 1956, on Contract No. 4474, Battle Creek Jct.--Illahee Jct. Unit, Battle Creek Jct.-Jefferson Jct. Section, in Marion County, in connection with Federal Aid Project No. III-176(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DMP:ch

RECEIVED
JUL 26 1956
FOR FILING
EN - 175 (10)
4474

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25th, 1956

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

I note that the engineering on the Battle Creek-Illahee Section and the Sublimity Gun Club-Stout Creek Section is getting badly out of hand. I realize that the Illahee job has been delayed somewhat which would probably account for some of the overrun there. However, I can think of no logical reason why the engineering on the Sublimity Gun Club-Stout Creek Section would be so badly overrun as it would appear the job will be completed within the time allotted.

Will you please have this looked into and take appropriate action to correct it. I would appreciate a report.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
JUL 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 29 1955
FOR FILING

IN-176 (10)
11171

July 28, 1955

Trussfab, Inc.
1160 N. W. 102nd Ave.
Portland 1, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4474, for constructing guard rail and fencing on the Battle Creek Jct.-Illahee Unit, Battle Creek Jct.-Jefferson Jct. Section of the Pacific Highway in Marion County.

Contract No. 4480, covering guard rail on the Santiam Junction Section of the North Santiam and Santiam Highways in Linn County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUL 5 - 1955
FOR FILING

IN-176 (10)
4-1-71

July 5, 1955

Trusefab, Inc.
1160 N. W. 102d Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on June 30, 1955 awarded to you State Highway Contract No. 4474 for guard rail and right of way fence construction on the Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section of the Pacific Highway East in Marion County.

This award was based on your bid of $16,125.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JUL 6 - 1955
FOR FILING
OREGON DISTRICT
IN-176 (10)
4/1 21

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

June 30, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4474 for guard rail and right-of-way fence on Oregon Project IN-176(10), Battle Creek Junction-Illahee Section of the Pacific Highway East, to Trussfab, Inc. of Portland, Oregon, low bidder in the amount of $16,125.00 at the June 30, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
JUL 6 1955
STATE HIGHWAY COMMISSION

31-1034 La Grande (Jefferson Ave.) 1955
Section of the Old Oregon
#4475 Trail Highway

RECEIVED
JUL 11 1956
FOR FILING

June 29th, 1956

FINAL COST ANALYSIS

LaGrande (Jefferson Ave. Truck Route) Paving Old Oregon Trail Highway
Contract #4475 Russell Olson Construction Co., Inc., Contractor Prefix 31-1034
J. C. Hiatt, Resident Engineer

State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Removal of Walks and Driveways	141.89	Sq. Yd.	$ 0.70	$ 0.70	$ 99.32	$ 99.32
*Removal of Curbs	273.40	Lin. Ft.	0.30	0.30	82.02	82.02
*Removal of Catch Basins	1	Each	15.00	15.00	15.00	15.00
*Gen'l. Excav., Unclass.	1,749.4	Cu. Yd.	1.25	1.25	2,186.75	2,186.75
*Class "A" Concrete	5.17	" "	60.00	60.00	310.20	310.20
*Metal Reinforcement	506	Lb.	0.20	0.20	101.20	101.20
*Conc. Catch Basins and Connections	1	Each	90.00	90.00	90.00	90.00
*Adjustment of Manholes	6	"	40.00	40.00	240.00	240.00
*Adjustment of Catch Basins	1	"	35.00	35.00	35.00	35.00
*Concrete Curbs	30.05	Cu. Yd.	55.00	55.00	1,652.75	1,652.75
*Concrete Walks	96.72	Sq. Yd.	3.60	3.60	348.19	348.19
*Coarse Cr. Mat'l. in Base	1,668	Cu. Yd.	2.50	2.50	4,170.00	4,170.00
*3/4"-0 Material in Base	120	" "	3.00	3.00	360.00	360.00
*Sprinkling	27.3	M/Gal.	4.00	4.00	109.20	109.20
3/4"-0 Mat'l. in Binder Course	20	Cu. Yd.	3.50	3.12	62.48	70.00
MC-2 Asphalt	3.61	Ton	50.00	43.16	155.81	180.50
RS-1 "	3.87	"	50.00	47.12	182.35	193.50
Class "B" Asphaltic Concrete	3,963.205	"	7.50	6.35	25,179.76	29,724.04
Aggregate in Pavement Seal	77.5	Cu. Yd.	3.50	3.40	263.50	271.25
PA #1, RS-2 Asphalt in Pavement Seal	17.51	Ton	50.00	40.10	702.19	875.50
Force Account (Flagging)						462.46
					$36,345.72	$41,576.88

* Work done by others.

	Gross Revenue	Total Cost	Profit	% Profit
Russell Olson	$31,777.25	$26,546.09	$5,231.16	16.46%
Others	9,799.63	9,799.63	———	
	$41,576.88	$36,345.72	$5,231.16	12.58%

Gross Revenue	$41,576.88
Total Cost	36,345.72
Net Profit	$ 5,231.16

Net Profit Equals 12.58% of Gross Revenue

Detail of Cost

Labor:

Labor				$6,387.89	
Labor Insurance				349.36	
Health & Welfare				278.40	
					$ 7,015.65

Materials:

MC-2 Asphalt	3.61	Ton	at $25.25	$ 91.15	
RS-1 "	3.87	"	" 25.20	97.52	
120-150 Asphalt	218.0	"	" 22.50	4,905.00	
RS-2 Asphalt	17.5	"	" 25.20	441.25	
Freight on Asphalt	242.99	"	" 10.60	2,575.70	
Fuel Oil	5,574	Gal.	" 0.094	523.94	
Aggregates	3,268.06	Cu. Yd.	" 1.75	5,719.10	
					14,353.66

Equipment Rental & Misc. Supplies:

Equipment Rental, Owned	$ 631.10	
" " , Hired	2,939.60	
Gas, Oil & Grease	903.60	
Bond	314.51	
P.L. & P.D. Insurance	91.94	
Small Tools & Misc. Supplies	121.35	
Home Office & General Overhead	174.68	
		5,176.78
		$26,546.09
Subcontracts		9,799.63
T o t a l C o s t		$36,345.72

Remarks:

This was a "State Project" calling for the construction of 0.11 mile of street roadbed and 0.69 mile of asphaltic concrete wearing surface on the Jefferson Ave. truck route LaGrande Section on the Old Oregon Trail in Union County. This project was bid and awarded June 30th, 1955. Work started August 10th and was completed September 30th, 1955.

The prime contractor subcontracted Items 1 to 14 at the bid prices to the LaGrande Concrete Pipe Co. of Island City and Bechtel Bros. of La-Grande, Bechtel Bros. doing the general excavation, removal of walks, drive-ways, curbs etc.; the LaGrande Concrete Pipe Co. doing all of the concrete work and also furnishing and placing coarse crushed material in base. The contractor also purchased the aggregate used in binder and asphaltic concrete from this source at $1.75 per cu. yd.

The contractor moved in his portable continuous mix paving plant and set up in Island City and started paving September 9th, using six dump trucks, one tandem roller and one B-G finishing machine. Some time was lost due to breakdowns and inclement weather.

The contractor, with good supervision, equipment and bid prices, was able to show a good profit.

R. D. Asburry
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
JAN 21 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 17, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4475	4-Final	Russell Olson Construction Co., Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
588	R-141200	$ 1,689.55	1/17/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: None

Completion Date: Sept. 30, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-18-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 19 1956
Ruth Rawlings

NOTED ON CARD

RECEIVED
JAN 9 1956
FOR FILING

January 9, 1956

CERTIFIED MAIL

Home Indemnity Company
L. M. Thompson, Manager
520 Lumbermens Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4475 for paving on the La Grande (Jefferson Avenue Truck Route) Section of the Old Oregon Trail in Union County was completed by the contractor, Russell Olson Construction Co.,Inc., on September 30 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $1,689.55 will be released to the contractor on or after January 19, 1956. The total contract amount is $41,576.88, of which amount $462.46 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

NOTED ON CARD

RECEIVED
DEC 1 1955
FOR FILING

31-1134

4475

November 30, 1955

CERTIFIED MAIL

The Home Indemnity Company
L. M. Thompson, Manager
520 Lumbermens Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Russell Olson Construction Co., Inc., on contract No. 4475, covering paving in La Grande (Jefferson Ave-Truck Route) on the Old Oregon Trail in Union County. This payment, in the amount of $873.99 will be released to the contractor on or after December 10, 1955. The retained percentage is $1,233.63.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Home Indemnity Company
Penland-Williamson Agency
106 S. E. 1st St.
Pendleton, Oregon

NOTED ON CARD
11-30-55
rm

31-1034

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Final

No. 8

For Week Ending October 1, 1955

Section La Grande (Jefferson Ave. Truck Route)

Highway Old Oregon Trail

Contractor Russell Olson Constr. Co., Inc.

Date of contract June 30, 19 55

Date work started August 10, 19 55

Project authorization $47,739.38

Exclusive of Engineering $44,344.58

Kind of work Paving

Section prefix 31-1034

Contract number 4475

Date of completion September 30, 19 55

Estimated date of completion Complete, 19

Per cent of time elapsed ~~256~~ 101 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 44,344.58

Estimated per cent overrun or underrun . . . . . %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $3,394.30

Engineering cost to date $3,510.00, 103 %

Date project was completed September 30, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No oil for paving work Monday.

Paving was resumed Tuesday and completed ~~XXXXXXXXX~~ Thursday PM.

Sealing of the ~~west~~ end (Adams Ave to Fourth Street) and the ~~XXXX~~ east end (Hemlock Street) was completed Friday

Pouring of concrete sidewalks on Hemlock Street and the corner of Third and Jefferson was completed Friday. Also clean-up work was done, to complete the job.

NOTED

RECEIVED
OCT 4 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
L. H. Young

Signed J. C. Pratt

Address La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86208

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.11	0.11			0.69
Miles partially completed					
Miles completed	0.11	0.11			0.69
Total estimated quantities (contract)	1,900 CY	1,650 CY			4,000 tons
Total quantities corrected to date	1,745 CY	1,780			3,963.205 tons
Estimated quantities moved or placed to date	1,745 CY	1,780 CY			3,963.205 tons
Average daily quantities					202.5 tons
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	15				
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels 1 scoop, Power graders ....., Rollers 1, Mixers ....., Crushing or screening plants .....
Compressors ....., Bulldozers 1 distributor, Compaction rollers ....., 1 paver, 1 paving plant, 6 dump trucks.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & moderate		
Monday	Fair +70°		
Tuesday	Partly cloudy +74°		
Wednesday	Showers +53°		
Thursday	Partly cloudy, clearing +58°		
Friday	Fair +59°		
Saturday			

RECEIVED
JUL 21 1955
FOR FILING

4475

July 26, 1955

Russell Olson Construction Co.,Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4475, which was awarded to you by the State Highway Commission on June 30, for paving on the LaGrande (Jefferson Avenue Truck Route) Section of the Old Oregon Trail in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

34-1090 Div. No. 1 Pavement Sealing 1955
Project on the Portland-Salem Ex-
4476 pressway and the T. H. Banfield Ex.

RECEIVED
OCT 25 1955

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) October 20, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
341-1090		
4476	2-Final	Harr & Horton

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21184	E-134551	$ 1,537.19	10/20/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 8-31-55

Time Extensions: none

Completion Date: 8-25-55

Date Accepted: 9-22-55

Penalties: none

Claims: none

Remarks:

Date: 10-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

NOTED ON CARD

RECEIVED
OCT 14 1955
FOR FILING

October 14, 1955

CERTIFIED MAIL

Glenn Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4476 covering Division No.1 Pavement Sealing Project on the T.H. Banfield and Portland-Salem Expressways was completed by the contractor, Harr & Horton, on August 25 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $1,537.19 will be released to the contractor on or after October 24, 1955. The total contract amount is $36,869.21, of which amount $444.45 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 16 1955
FOR FILING

CERTIFIED MAIL

4476

September 15, 1955

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Harr & Horton on contract No. 4476, covering pavement sealing on Division No. 1, T. H. Banfield and Portland-Salem Expressways in Washington, Clackamas and Multnomah Counties.

This payment, in the amount of $35,332.02 will be released to contractor on or after September 26, 1955. The retained percentage is $1,092.74.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Glens Falls Insurance Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Mc Edmonds
OC

34-1090

Form E-1—1084

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 27, 19 55

Section Division No. 1 Pavement Sealing

Kind of work Pavement Sealing

Highway T.H. Banfield & W. Portland Expwy.

Section prefix 34-1090 B-State

Contractor Harr & Horton

Contract number 4476

Date of contract June 30, 19 55

Date of completion August 26, 19 55

Date work started August 12, 19 55

Estimated date of completion August 26, 19 55

Project authorization $44,642.81

Exclusive of Engineering $41,468.21

Per cent of time elapsed ..... %

Estimated cost of completed project, exclusive of engineering $41,468.21

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $3,174.60

Engineering cost to date $1,800.00, 57%

Date project was completed August 26 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed project August 26, 1955.

USCAE

NOTED
L. G. SMITH

NOTED
FOREST

NOTED
W. T. WRIGHT

RECEIVED
AUG 1 1955
OREGON STATE HIGHWAY DEPT.
CONSTR.

Signed Tom Opedal

Tom Opedal, Resident Engineer

Address P.O. Box 4699, Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	Asph. [illegible]	Aggregate [illegible]	Sealing OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				11.34	
Miles partially completed					
Miles completed				11.34	
Total estimated quantities					
Estimated quantities moved or placed to date		397	3572		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				20	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....1....., Rollers ....2....., Mixers ....., Crushing or screening plants .....
Compressors ....1....., Trucks ....10....., Sheep-foot rollers ....1....., Retort ....1....., Stg. Tank ....1....., Tankers ....2.....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	"		
Friday	Clear		
Saturday			

FORM E-187X 2M 5-52

RECEIVED
JUL 22 1955
FOR FILING

COMMISSION
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS,
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
T. F. YOUNG, ASSISTANT DIVISION ENGINEER
P.O. BOX 4699, PORTLAND 2, OREGON
PHONE: EM 2125

July 20, 1955

IN REPLY PLEASE
REFER TO FILE NO.

Harr & Norton
P. O. Box 1872
Portland 11, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

This will serve as a confirmation of our conversation of this date about the modification of our contract No. 4476 for the Division No. I Pavement Sealing Project. We have requested that in unit "C", which covers the sealing of the Barbur Boulevard--Willamette River Section of the Portland-Salem Expressway, that the rock used be changed as follows:

1/2"-1/4" material to 3/8-3/16 crushed rock with standard tolerances, and this material to be applied at the rate of .006 cubic yards per square yard. The 1/4-10 material will not be changed, but the spread will be modified from .004 cubic yards per square yard to .003 cubic yards per square yard. 150-200 penetration asphalt will be used as originally shown. There will be no changes in aggregates or asphalt for units "A" and "B".

You have quoted us a price of $5.05 per cubic yard for the aggregate to be used in unit "C". As I told you today, this price has been approved by the Construction Engineer and Mr. W. C. Williams, Deputy State Highway Engineer. We are preparing a Price Agreement, which will be submitted for your approval, and will cover the quantities and the change in unit price for aggregate on this section. Our estimate of aggregate required on unit "C", plus an allowance of 5% is as follows: 3/8-3/16,2663 cubic yards; 1/4-10,1331 cubic yards, or a total of 3994 cubic yards. You will note that these are based on an allowance of 5%. Any further allowance which would be needed for stockpile loss, or any other purpose should be added.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: W. C. Williams
H. G. Smith

RECEIVED
JUL 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

S-262(1) Wrights Point Section of the 1955
Frenchglen Highway.

#4477

A

File
S-262 (1)
4477

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 9, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4477	7 Final	F. L. Somers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16878	H-158019	$ 1,873.04	8/9/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to May 31, 1956

Completion Date: May 16, 1956

Date Accepted: June 4, 1956

Penalties: None of record

Claims: A claim for labor and parts in the sum of $72.00 was filed by Bills Repair Shop, (W. D. Ashcraft)

Remarks:

Date: 8-10-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 10 1956

NOTED ON CARD

RECEIVED
JUL 23 1956
FOR FILING
S-262 (1)
4477

July 23, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Contract No. 4477 for work performed on the Wrights Point Section of the Frenchglen Highway in Harney County was completed by the contractor, F. L. Somers, on May 16 and was formally accepted by the Highway Commission on June 4, 1956.

Final payment in the amount of $1,873.04 will be released to the contractor on or after August 2, 1956. The total contract amount is $62,434.77, of which amount $610.93 represents force account items.

There is a claim filed against this project by W. D. Ashcraft (Bills Repair Shop) for labor and parts furnished in the sum of $72.00, of which you have been previously notified.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
808 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 12 1956
FOR FILING

5-262 (11)

4/477

July 11, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. L. Somers on contract No. 4477, covering the Wrights Point Section of the Frenchglen Highway in Harney County. This payment, in the amount of $13,273.68, will be released to the contractor on or after July 21, 1956. The retained percentage is $1,873.04.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
806 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAY 22 1956
FOR FILING

S-262(1)
44477

May 22, 1956

Mr. O. G. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 16, 1956 on Contract No. 4477, Wrights Point Section, in Harney County, in connection with Federal Aid Project No. S-262(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RHB:mb

cc: John Cottrell

Form E-1—1031—10-55

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 19, 19 56

Section Wrights Point

Highway Frenchglen

Contractor F. L. Somers

Date of contract July 1, 19 55

Date work started August 12, 19 55

Project authorization . . . . . $ 73,642.50
Exclusive of Engineering . . . . . $ 68,405.70

Kind of work Grading and Surfacing

Section prefix 113-1032 S-262 (1)

Contract number 4477

Date of completion October 31, 19 56

Estimated date of completion May 16, 19 56

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 66,644.70

Estimated per cent overrun or underrun . . . . . 4 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 5,236.80

Engineering cost to date $ 5,450.00, 104 %

Date project was completed May 16, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished this project Wednesday May 16, 1956.

10,305 cu.yds. topping placed on this project. Contractor should have completed clean-up on this project Saturday May 19, 1956.

Mr. E. G. Bickmore, Asst. Division Engineer over project Thursday May 17.

Final Report This Project

Expect to have Final on this project by June 5, 1956.

NOTED
L. H. Young

NOTED
W T WRIGHT

NOTED
V. D. WOLFE

NOTED
R. D. ASBURRY

Signed

Address Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 89718

	GRADING	SURFACING	MAINTENANCE MATERIAL	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.11	2.11			
Miles partially completed	2.11	2.11			
Miles completed	2.11	2.11			
Total estimated quantities (contract)	68,300	11,000			
Total quantities corrected to date	66,000	10,305			
Estimated quantities moved or placed to date	66,000	10,305			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		9			
Average force on project for week		12			

Men 1

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 7

Men and tractors 1

Shovel Operator

Equipment used during week: Shovels ...1...., Power graders ....1.., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers .....1., Compaction rollers ....., Trucks . .....7., . Pump .....1., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear	None	
Tuesday	"	"	
Wednesday	"	"	
Thursday	"	"	
Friday			
Saturday			

FORM S-120 5M REVISED 5-55

RECEIVED
FEB 8 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

4477

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 7, 1956

Mr. F. L. Somers
P. O. Box 668
Medford, Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from October 31, 1955 to May 31, 1956 within which to complete your contract No. 4477, for grading and surfacing on the Wrights Point Section of the Frenchglen Highway in Harney County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parsons
Division Engineer

Alvin Wallace,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
JAN 10 1956
FOR FILING

4477

January 9, 1956

Request for extension of time
No. 10
January 26 and 27 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from F. L. Somers for an extension of time on the Wrights Point Section of the Fremchglen Highway, Contract No. 4477, from October 31, 1955 to May 31, 1956.

This was a grading and surfacing contract and the pit from which the surfacing materials were specified was located on low ground, and because of the extreme wet weather has been under water a given portion of the time. In order to secure a satisfactory job the material must be reasonably dry, and, therefore, the contractor has been unable to prosecute this job as expected.

There will be some inconvenience due to the overrun; however, we will suffer no additional expense, and, because of the circumstances, I am recommending that the extension be granted without penalty.

Very truly yours,

H. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

FC lg

RECEIVED
NOV 29 1955
FOR FILING

S-262 (1)
4477

November 23, 1955

Mr. W. D. Ashcraft
c/o Bill's Repair Shop
Burns, Oregon

Dear Sir:

We have your letter of November 19 stating that F. L. Somers owes you approximately $72.00 for work performed in connection with Contract No. 4477 for grading and surfacing the Wrights Point Section of the Frenchglen Secondary Highway in Harney County. This contract has not yet been completed. The State does not make payments directly to claimants but we do notify the contractor and the surety that the claim has been received.

The Continental Casualty Company, through Victor S. Risley Co., 808 Board of Trade Building, Portland 4, furnished the Performance Bond with this contract. The bond is given to assure completion of the work and payment of all bills incurred in the job. If you feel that it is necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the necessary procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

RECEIVED
NOV 29 1955

PRS-

Contract 4477

Burns, Ore.
Nov. 27, 1955.

State Highway Dept.
Salem, Oregon
Dear Sirs:

I am a small repair shop here in Burns

I did some work for the Somers Inc. Co. on a Bradford Land Leveler to show them how they have ever heard from. They are working out on Silvies Point.

They owe me $700 and was wanting if you could advertise me how to collect.

Victor E. Risley Co.
608 Board of Trade Building
Portland 4, Oregon

55

d from Mr. W. D.
rn, Oregon, stating
mately $72.00 for
ction with Contract
Point Section of the
rney County.

ion as your Company
ne Bond furnished

uly yours,

STATE HIGHWAY COMMISSION

ry

NOTED ON CARD

RECEIVED
NOV 29 1955
FOR FILING

S-262
4477

PRS-

Lewis

Thank you for
letter of 11th.
I have just
begun to clear from
your area.
W. A. Ashcraft
Burns, Ore.
Bills Ryan & Allyn)

RECEIVED
NOV 22 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

NOTED ON CARD

RECEIVED
NOV 29 1955
FOR FILING

S-2642(1)
4477

CPRb

November 23, 1955

Continental Casualty Co.
310 S. Michigan Avenue
Chicago 4, Illinois

Gentlemen:

A letter has been received from Mr. W. D. Ashcraft (Bill's Repair Shop), Burns, Oregon, stating that F. L. Somers owes him approximately $72.00 for parts and labor furnished in connection with Contract No. 4477 for work on the Wrights Point Section of the Frenchglen Secondary Highway in Harney County.

We furnish this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc F. L. Somers
P. O. Box 668
Medford, Oregon

Victor S. Risley Co.
808 Board of Trade Building
Portland 4, Oregon

NOTED ON CARD

COPY

Burns, Oreg.
Nov. 19, 1955

State Highway Dept.
Salem, Oregon

Dear Sirs:

I own a small repair shop here in Burns.

I did some work for the Somers Cont. Co. out of Medford. I have written to them twice but they haven't even wrote. They are working out on Wrights Point.

They owe approx. $72.00. I was wondering if you could advertise me how to collect.

The sum is for parts & Labor.

Thanking you & hoping to hear from you soon.

/s/ W. D. Ashcraft

Burns, Oreg.
(Bill's Repair Shop)

(Re Contract No. 4477 - F. L. Somers, Contractor)

CPR8-1800

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Ore[illegible]
County Harney
Project No. S-262(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 23rd day of Sept., 19 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 14th day of June, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 2.107 miles of grading, drainage and 2-lane low type surfacing (Character of work)

between FAS 457 approximately 1 mile east of the east city limits of Burns, and Frenchglen, (Control points)

consisting of 2.107 miles of roadway and no (Number) bridges.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of forty-three thousand and 00/100 dollars ($43,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is seventy-one thousand, five hundred sixty-six and 00/100 dollars ($71,566.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

Attest _____
SECRETARY

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

RECEIVED

Oregon State Highway Department

Federal Aid Secondary
Project S-362(1)

BRIDGE ROAD SECTION

OF THE PRESCHEN-BICKNAT IN HARNEY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 9, 1955

Type Code 0011
Roadway (Sta. 464+25.38 Intv. En. 514+84.22-8+77.56 to Sta. 609+45.73)(Contract No. 4477)

All Required	Clearing and Grubbing		$ 5,000.00
80 cu.yds.	Drainage Excavation, Unclassified	$ 4.00	320.00
68,300 cu.yds.	General Excavation, Unclassified	0.60	40,980.00
47,000 yds.sta.	Short Overhaul	0.02	940.00
200 C-yds.sta.	Long Overhaul	0.50	100.00
2.11 miles	Finishing Roadbed and Slopes	500.00	1,055.00
850 lin.ft.	18-inch Corrugated Metal Pipe	4.50	3,825.00
11,000 cu.yds.	Selected Roadbed Topping	0.45	4,950.00
49,000 yds.mi.	Hauling Roadbed Topping	0.15	7,350.00
270 M-gal.	Sprinkling	2.00	540.00
	Subtotal		$ 65,060.00
	10% Engr. & Cont.		6,506.00
	Total		$ 71,566.00

Length of Roadway 2.107 miles
Cost of Roadway per mile $33,965.82

Federal Funds- - - -

RECEIVED
JUL 8 - 1955
FOR FILING

3-26-1(1)
4471

July 7, 1955

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Attached for your information and records is a letter signed by the Harney County Court, authorizing use by the State of $30,000 of federal funds allocated to Harney County under Oregon's policy of making 50 per cent of all FAS funds available to the counties for expenditure upon the county road portion of the FAS system.

The County Court is of the opinion that improvement of the Wrights Point Section of FAS 450, the Frenchglen State Highway, is of more importance to the county than improvement of existing county FAS routes and offered the above funds to aid in construction of this project. The Highway Commission accepted this offer.

As a result, 50 per cent of fiscal year 1956 FAS funds, less $30,000, will be expended on county roads, and 50 per cent of fiscal year 1956 FAS funds, plus $30,000, will be expended on state highways.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

JFH:mm me

Att.

cc Mr. W. C. Williams
Mr. J. W. Cattrall

C. W. SWADDOCK
County Judge

T. E. JENKINS
Commissioner

LEE WILLIAMS
Commissioner

County Court *for* Harney County

BURNS, OREGON

June 20, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: John W. Cattrall
County and City Relations Engineer

Gentlemen:

By this letter the Harney County Court authorizes the Oregon State Highway Commission to utilize $30,000 of the Federal funds allocated Harney County under the county FAS policy and procedure presently in force in Oregon towards the total cost of constructing the Wrights Point section of the Frenchglen State Highway, FAS 450.

HARNEY COUNTY COURT

C. W. Swaddock
Judge

T. E. Jenkins
Commissioner

Lee Williams
Commissioner

RECEIVED

RECEIVED
JUN 20 1955
FOR FILING

S-262(1)
#477

June 16, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The addition of Item No. 343, Project S-262(1), to the Oregon Federal-aid Secondary Highway Program was approved by Acting Deputy Commissioner O. M. Williams effective June 14, 1955. Wire advice of the action had been received previously and your office was notified verbally.

This item will appear on the program as follows:

Item No.	343
County	Harney
Project No.	S-262(1)
FAS Route No.	450
SSH Route No.	440
Termini:	9.2 miles south of junction with FAS 457, south 2.11 miles
Construction Cost:	
Total	$60,000
Federal Funds	$36,000
State Funds	$24,000
Other Funds	- - -
Length	2.11 miles
Character of Work Proposed:	Grade and drain, 2-lane low type surfacing.

It is expected that the project will be administered in full compliance with the State's Secondary Road Plan which was approved November 1, 1954.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. BESTER
Supervising Highway Design Engineer

RECEIVED
JUN 16 1955
OREGON
STATE HIGHWAY COMMISSION

Original to
Mr. Bradbert

The proposed project is to grade and drain on improved alignment and to construct a pit-run gravel surface 28 feet in width.

The Frenchglen Highway serves an extensive stock producing area.

Traffic figures for the project are as follows:

1954 Data:

ADT	60
Per cent Commercial	08

1974 Data:

ADT	120
Per cent Commercial	08
30th Peak Hour	20

A small scale map showing the location of the project is enclosed.

It is requested that, if possible, the project be cleared for advertising by June 14, as only by contracting before July 1 can the project be completed before winter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

(Survey approval map)

1R-5-730

END OF SURVEY
STA. 18+80
8+77.56=
514+84.22=

BEGINNING OF SURVEY
STA. 451+00

To Narrows

Existing Highway

ORE. 205

Point

Relocated Highway

Wrights

River

R. 31E.

R. 30E.

T. 30S.

R1W

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 5-27-55

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

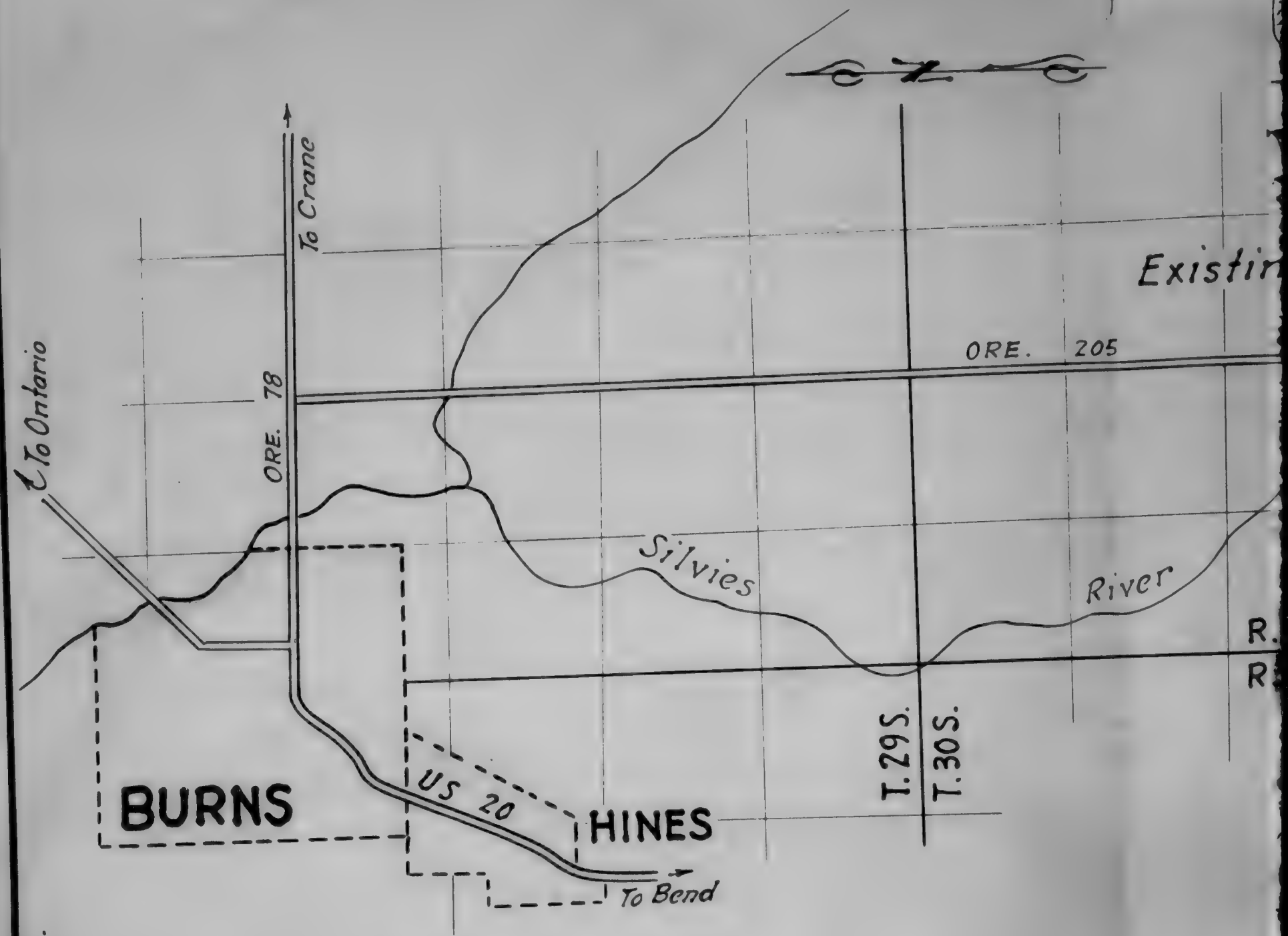
WRIGHTS POINT SECTION

FREIGHGLEN HIGHWAY

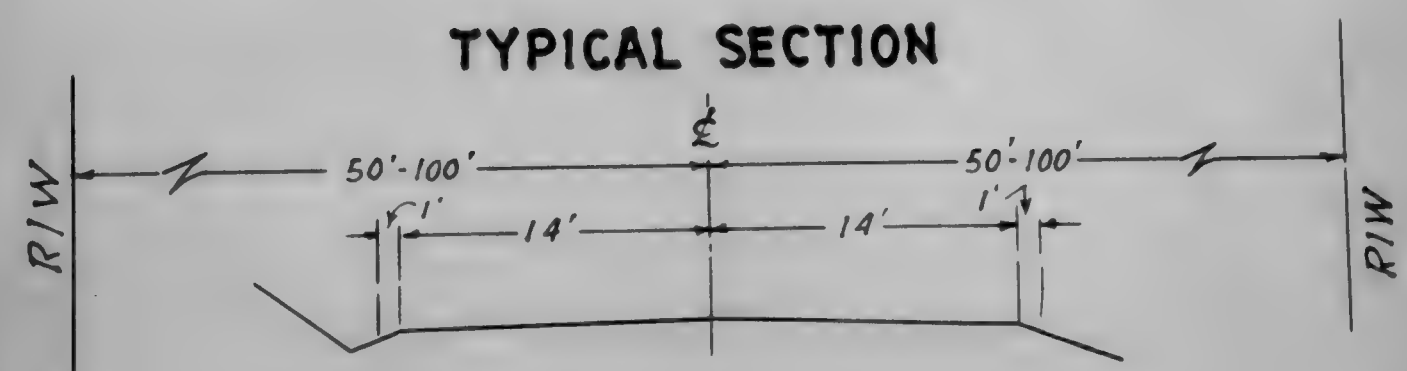
HARNEY COUNTY

Scale: 1"= 1Mile

May, 1955



TYPICAL SECTION



APPROV
DEPUTY STATE HIGHWAY
Date 5-27-

FORM E-80 37,800 4-55 59606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Dear Sir:

Herewith seven copies of a sketch map of the Wright's Point Section of the Frenchglen Secondary Highway for use in securing Commission approval.

There is $56,000 set up in the 1957 F.A.S. funds for reconstruction of this section to provide for the movement of large trucks. This project is tentatively scheduled for the August letting.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

P.S.
As revised 5/27/55

RECEIVED
APR 19 1955
FOR FILING

FORM E-30X 37½ 3-54 78730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1955

SUBJECT:

To: Mr. A. F. Parson
Division Engineer

NOTED
W. C. WILLIAMS

This will confirm my phone call to Cannon of April 15, 1955.

It is proposed to construct the so-called Wrights Point Section of the Frenchglen Secondary on the following basis:

The north unit, shown as AB on the sketch map which was recently sent to you, will be done by the State and the BC or south unit will be done by the County. The survey should be made immediately as it is proposed to let the job at the earliest moment, preferably May. Please work the job up on the basis of 30 foot top width with 6 inches pit-run surfacing. It will also be necessary to furnish the County the necessary information for the construction of their portion.

A search is still being made in the Salem office for any data pertaining to the job that might be here. If anything is dug up, it will be sent to you.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams

RECEIVED
MAR 30 1955
FOR FILING

March 30, 1955

County Court of Harney County
Burns, Oregon

Gentlemen:

Judge Craddock recently discussed with me the possibility of improving the Wright's Point Section of the Frenchglen Secondary Highway to a standard that would permit Class "A" loading permits. The Judge discussed the possibility of Harney County's constructing, at its expense, the section on the south side of Wright's Point if the State would construct, at its expense, the section on the north side of Wright's Point.

I attach hereto a sketch map on which is indicated, in red coloring, Section "A" to "B", which is on the north side of Wright's Point. In blue coloring, Section "B" to "C", is the section on the south side. Our estimates indicate that the cost of constructing the north side, "A" to "B", will be $30,000, based on a six-inch thickness of cinder surfacing. The cost of the south section, "B" to "C", based on similar surfacing, is estimated at $26,000. The roadbed widths in each instance would be 30 feet.

If Harney County wishes to pursue this matter further, I will be pleased to present it to the State Highway Commission for its consideration. I shall await your further action on this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. W. C. Williams

WCW:me lg

FORM E20—50M—4-54—74886

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23rd, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith report from Mr. Bickmore giving comparative costs for improving the Wright's Point Section of the Frenchglen Highway to a 30-foot roadbed to substandard alignment but sufficient to permit the safe passage of a 60-foot truck and trailer and, as opposed to this, to improve it on the location made by J. A. Phelps in 1939. The estimates of cost are as follows:

	Substandard Alignment	Standard Alignment
Section A-B	$20,958	$29,385
" B-D	20,520	
" B-C		25,458
B-D		

The section can be constructed on standard alignment for a cost of $13,365 more than on substandard alignment, or the Section B-C can be constructed in lieu of B-D for only $4,500 more.

It is recommended that the entire job be constructed on standard alignment at this small increase in cost, but, if that cannot be afforded, certainly the Section B-C should be constructed on Phelps' alignment in lieu of the looping B-D section, since this work can be done for only $4,500 more. We would not be justified to spend $20,520 on the temporary line B-D when Phelps' location can be built for only a $4,500 increase in cost.

I attach map and details of the estimates.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

RECEIVED
MAR 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 22, 1955

SUBJECT:

To Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Mr. Smith:

Mr. Williams requested by phone a short time ago that an investigation be made and a brief reconnaissance report be prepared with estimates for the improvement of the Right's Point Section of the French Glenn Highway. The intended improvement was to consist of widening of the existing highway to a 30' roadbed with alignment only sufficiently good to permit the safe passage of a 60' long truck and trailer combinations. The total length of the section is 2.24 miles of which .84 mile lies north of the summit and 1.40 miles falls south of the summit.

For convenience in this report, the northerly section is shown as Section A-B and the southerly section as B-D.

The estimate of cost for Section A-B, improved to a 30' roadway, using the existing alignment and grades and making only such changes in alignment where curvatures are in excess of 28° adjusting the drainage as is necessary and placing a 6" deep pit run cinder surfacing, is as reflected by Estimate No. 1.

The estimate of cost for B-D, using the same specifications as used for A-B is reflected by Estimate No. 2.

Alternate Estimate No. 3 reflects the cost of improving the Section B-C which was taken from the plans of a location survey made in 1939 by J. A. Phelps. The quantities for this section have been adjusted to conform to a 30' roadway in lieu of the 26' originally worked up by Phelps.

Estimate No. 4 covers Section A-B using an alignment shown on the accompanying sketch, which is comparable to the alignment made by Mr. Phelps, on the southerly side.

The Section C-D is constructed to a fair alignment and grade and no work is contemplated on this section.

Very truly yours,

E. G. Bickmore

E. G. Bickmore
Ass't. Division Engineer

EGB:fd

March 22, 1955

Rights Point Section (A-B)
French Glenn Hy.

ESTIMATE OF COST NO. I

(NORTH UNIT)

1. General Excavation	1500 C.Y. at $ 0.70	$10,500.00
2. Haul	All	150.00
3. 18" Culvert Pipe	400 Lin. Ft. at 3.00	1,200.00
4. Sight Posts	20 each at 4.00	80.00
5. Pit run Cinders Surfacing	3200 C.Y. at 2.00	6,400.00
6. Sprinkling	100 "M" Gals 3.00	300.00
		$18,630.00
	+12½% Cont. & Engr.	2,328.00
	Total Cost	$20,958.00

[illegible]h 22, 1955

Rights Point Section (B-D)

ESTIMATE OF COST NO. 2 (SOUTH UNIT)

1. General Excavation	13,000 C.Y.	$ 0.50	$ 6,500.00
2. Haul	All		200.00
3. 18" Culvert	160 Lin. Ft.	3.00	480.00
4. Sight Post	10 at	4.00	40.00
5. Pit-run Cinder Topping	5,300 C.Y.	2.00	10,600.00
6. Sprinkling	140 "M" Gal	3.00	420.00
			$18,240.00
	+12½% Cont. & Engr.		2,280.00
	Total Cost		$20,520.00

March 22, 1955

Rights Point Section (B-C)
French Glenn Highway

ESTIMATE OF COST NO. 3 (SOUTH SIDE)

1.	General Excavation	25,000 C.Y. at $ 0.55	$13,750.00
2.	Haul	All	510.00
3.	18" Culvert Pipe	320 Lin. Ft. 3.00	960.00
4.	Sight Posts	20 Each at 4.00	80.00
5.	Pit-run Cinder Surfacing	3,500 C.Y. 2.00	7,000.00
6.	Sprinkling	110 M Gals. 3.00	330.00
			$22,630.00
		+12½% Cont. & Engr.	2,828.00
		Total Cost	$25,458.00

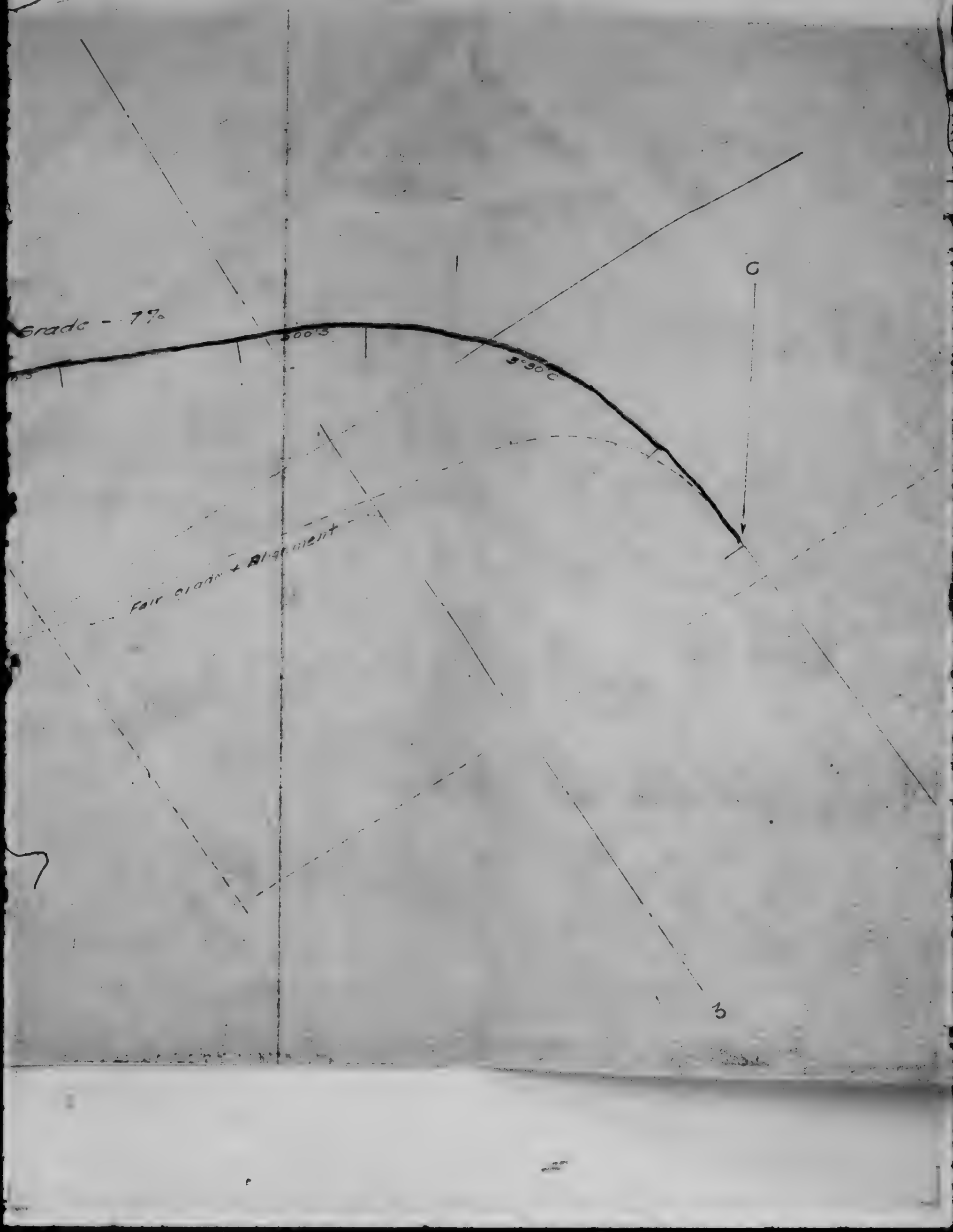
[illegible] 22, 19[illegible]5

Rights Point Section (A-B)
French Glenn Highway

ESTIMATE OF COST NO. 4

(NORTH SIDE)

1. Genoral Excavation	30,000 C.Y.	$ 0.60	$18,000.00
2. Haul	All		140.00
3. 18" Culvert Pipe	400 Lin. Ft.	3.00	1,200.00
4. Sight Posts	20 Each at	4.00	80.00
5. Pit-run Cinder Surfacing	3,200 C.Y.	2.00	6, 400.00
6. Sprinkling	100 M Gals.	3.00	300.00
			$26,120.00
+12½% Cont. & Engr.			3,265.00
Total Cost			$29,385.00


Grade - 7%
3°90'
Fair grade + Alignment
C
3

B

± 0.5% Grade

6°C

500'S

4°C

500'S

400'S

400'S

D

T.24 S., R 31 E.

T.25 S., R 31 E.

A-B 0.84 Miles
B-D 1.40 "
B-C 1.00 "
D-C 0.56 "

A-B 0.84 Miles
B-D 1.40 "
B-C 1.00 "
D-C 0.56 "

ON

Grade

5°C

2°30'C

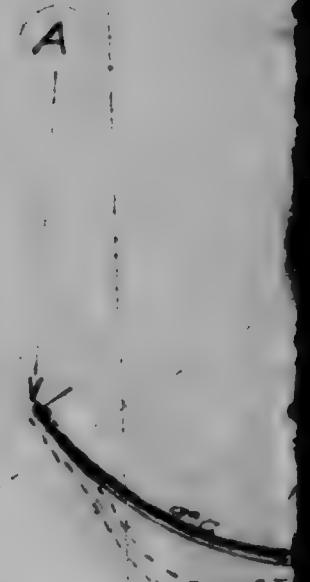
0°C

WRIGHT'S POINT SECTION

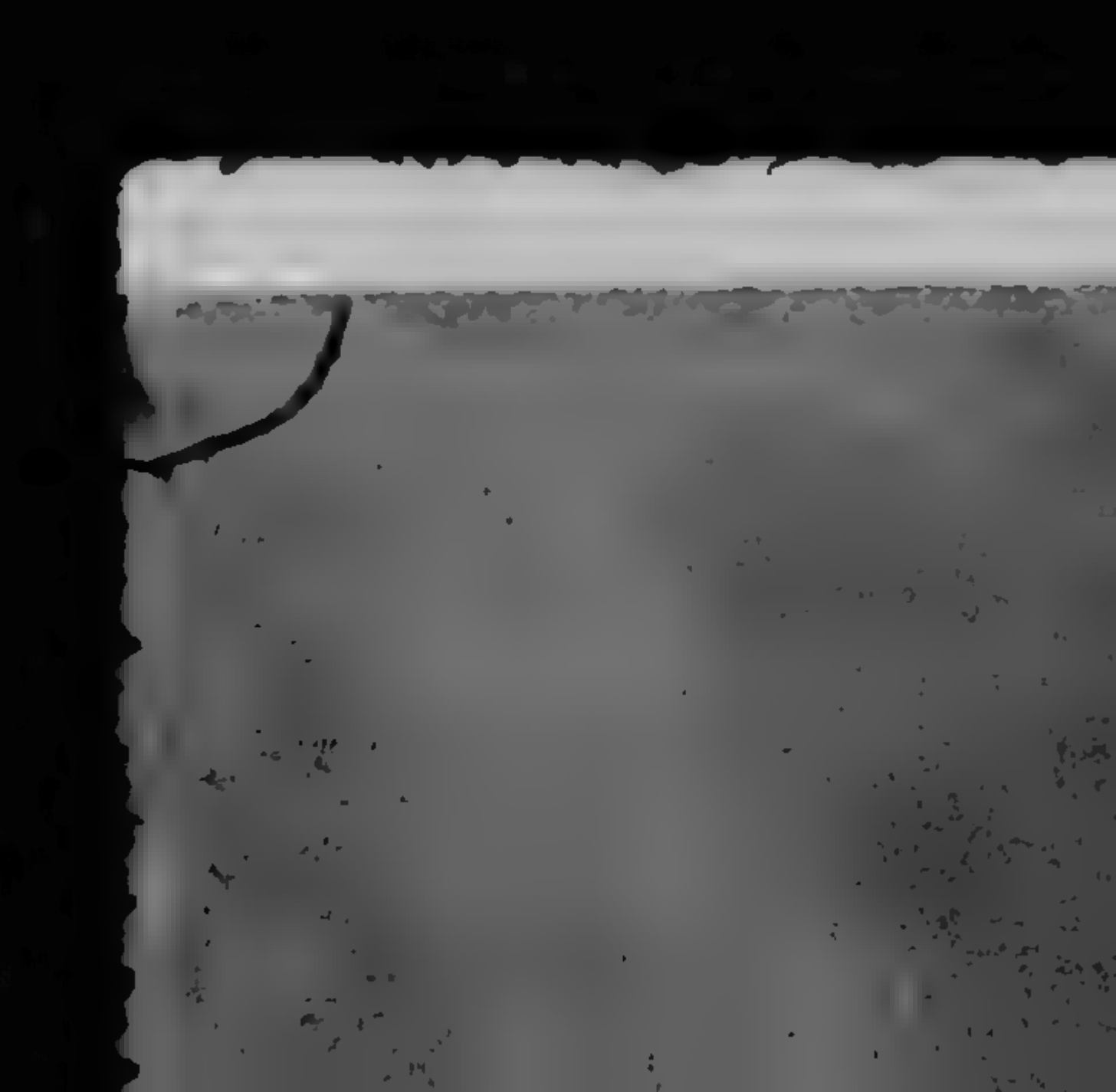
FRENCHGLEN HWY.

HARNEY CO.

Scale 1" = 400'



14-8305 Viento-Wasco County Line 1955
Rock Production Project.
#4478



RECEIVED
JAN 31 1957
FOR FILING
14-8305
4478

January 30, 1957

Mike DeCicco and Son
2330 S. W. Water
Portland 1, Oregon

Attention: Mr. Harold M. DeCicco,
Vice President

Gentlemen:

Your letter of January 29 addressed to Mr. E. A. Pease, Construction Office Engineer, has been referred to this office for reply.

Calkins Crushing Co., during the period from February 25, 1955 through September, 1955, worked as principal contractors on two contracts. One of these was Contract No. 4478 for rock production on the Vienta-Wasco County Line Section of the Columbia River Highway, Hood River County. This contract was awarded July 1, 1955, completed October 8, 1955 and accepted by the Commission November 3, 1955. The other contract is our No. 4524 for grading and surfacing the Coast Highway-Forest Boundary Section of the Elk River Road in Curry and Coos Counties. This contract was awarded September 23, 1955, completed February 27, 1956 and accepted by the Commission on April 26, 1956.

On both contracts the surety furnishing a performance bond was United Pacific Insurance Company through Victor S. Risley Co., 808 Board of Trade Building, Portland 4.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:ar

"MIKE"

MIKE DE CICCO AND SON

MAIN OFFICE—2330 S. W. WATER
PORTLAND 1, OREGON

RADIO AND APPLIANCE STORE
2920-2940 S. W. CORBETT
CAPITOL 6-2421
WAREHOUSE 2321-27 S. W. WATER
3 BLOCKS SOUTH OF HAWTHORNE BRIDGE ON HARBOR DRIVE TO WATER AVE.

RECEIVED
JAN 1957

January 29, 1957

Mr. E. A. Pease
Construction Office Engineer
State Highway Department
Salem, Oregon

Dear Mr. Pease:

We would like to have the contracts of the Lloyd Calkin Construction Company of Ocean Lake, Oregon covering the period from February 25, 1955 through September 1955.

We were instructed by the Secretary of State that you could furnish this information. We shall need the contract numbers from the time the work started to the time it was completed.

Thanking you for your cooperation I am

also Name of Bonding Co covering each Job.

Very truly yours,

MIKE DE CICCO & SON

Harold M. DeCicco

Harold M. DeCicco
Vice-President

HMDeC rwh

JOBBERS GILLETTE TIRES FOR S. W. WASHINGTON and THE STATE OF OREGON

RH Folder

1-1-13-5

4478

May 28th, 1956

FINAL COST ANALYSIS
Rock Production
Calkins Crushing Co., Contractors
A. V. Benedict, Resident Engineer

Vicnto-Wasco County Line
Contract #4478

Columbia River Highway
Prefix 14-8305

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/8"-0 Cr. Rock in Stockpile	5,082.5	Cu. Yd.	$2.25	$1.507	$ 7,661.40	$11,435.63
3/4"-½" Cr. Rock in Stockpile	931.7	" "	2.25	1.507	1,404.45	2,096.33
½"-¼" Cr. Rock in Stockpile	1,734	" "	2.25	1.507	2,613.83	3,901.50
¼"-#10 Cr. Rock in Stockpile	961.1	" "	2.25	1.507	1,448.80	2,162.48
¼"-0 Cr. Rock in Stockpile	1,493.2	" "	2.25	1.507	2,250.85	3,359.70
Haul Cr. Rock, Pile Measure	19,332.3	Yd. Mi.	0.12	0.11	2,062.19	2,319.88
					$17,441.52	$25,275.52

Gross Revenue	$25,275.52
Total Cost	17,441.52
Net Profit	$ 7,834.00

Net Profit Equals 31.03% of Gross Revenue

Detail of Cost

Labor:		
Labor	$5,095.60	
Labor Insurance	509.56	
		$ 5,605.16
Equipment Rental & Misc. Supplies:		
Equipment Rental, Owned	$7,224.40	
Gas, Oil & Grease	3,081.79	
Freight & Cartage	905.44	
Bond	151.65	
P.U.C.	90.00	
P.L. & P.D. Insurance	77.58	
Small Tools & Misc. Supplies	146.25	
Home Office & General Overhead	159.25	
		11,836.36
T o t a l C o s t		$17,441.52

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	10,202.5	Cu. Yd.	$ 1,607.72	$0.157
Feed Crusher	"	" "	4,416.03	0.433
Crushing	"	" "	8,442.88	0.827
Stockpile	"	" "	912.70	0.090
				$1.507
Haul Cr. Rock, Pile Measure	19,332.3	Yd. Mi.	$ 2,062.19	$0.11

Remarks:

This was a "State Project" calling for the crushing and stockpiling of 10,202.5 cu. yds. of crushed rock for maintenance. The contract was bid and awarded July 1st, 1955. Work started September 12th and was completed October 8th, 1955.

The contractor used the state-controlled quarry located on the northerly side of and adjacent to the highway at M.P. 63.9 on the Columbia River Highway, also known as the Koberg Beach quarry.

The contractor moved in his semi-portable crushing plant September 12th and was set up and started to crush September 19th, working one 10-hour shift. The crushing plant ran very efficiently with only minor delays to change screens and repairs. One 3/4-yard shovel, one 6 cu. yd. dumptor, one TD-14 frontend loader were used to feed the crusher; one 8-yard and one 6-yard truck were used to haul to stockpile at Hood River; and one 6 cu. yd. dumptor was used to stockpile at the plant site. The 10,202 cu. yds. were crushed in 160 hours for an average of 64 cu. yds. per hour.

The contractor bid this project with the thought in mind they would have to drill and blast the quarry to get sufficient material to complete the contract, but sufficient material was found without drilling so the contractor with a high bid price to offset drilling and blasting was able to show a very high profit.

R. D. Asburry
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
DEC 6 - 1955
FOR FILING

14-8305
(CONTRACT NO.) 4478

OREGON STATE HIGHWAY DEPARTMENT

(date) November 25, 1955

4478	3 F	Calcine Crushing Co	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23762	K137127	$ 783.27	Nov. 25, 1955

(EST. NO.) (CONTRACTOR)

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: None

Completion Date: Oct. 8, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-28-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 8 1955

Ruth Rawlings

NOTED ON CARD

gl

RECEIVED
NOV 17 1955
FOR FILING

4478

November 17, 1955

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4478 for rock production on the Vienta-Wasco County Line Section of the Columbia River Highway in Hood River County was completed by the contractor, Calkins Crushing Co., on October 8 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $758.27 will be released to the contractor on or after November 28, 1955. The total contract amount is $25,275.52 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

TED ON CARD

RECEIVED
OCT 27 1955
FOR FILING

14-E2
4478

October 26, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Calkins Crushing Company in connection with contract No. 4478, for rock production on the Viento-Wasco County Line Section of the Columbia River Highway in Hood River County. This payment, in the amount of $9,011.15, will be released to the contractor on or after November 5, 1955. The retained percentage is $758.27

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
808 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

14-8305

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 1, 1955, 19....

Section Viento - Wasco County Line

Highway Columbia River

Contractor Calkins Crushing Co.

Date of contract 7-1-55, 19....

Date work started 9-12-55, 19....

Project authorization . . . . . $ 28,800.00

Exclusive of Engineering . . . . . $ 26,752.00

Engineering authorization . . . . . $ 2,048.00

Engineering cost to date $ 1,600, 78 %

Kind of work Rock Production

Section prefix 14-8505

Contract number 4478

Date of completion 10-31-55, 19....

Estimated date of completion 10-8-55, 19....

Per cent of time elapsed 76 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 26,000

Per cent of contract completed, based on total contract price . . . . . 70 %

Date project was completed ....., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor crushed 1/4"- 0" rock, with only a little 3/8 oversize, the first 5 days of the week to get out the balance of his oil rock. The 1/4"- #10 pile is now complete and the 1/4"- 0" pile nearly so.

Now crushing 3/8"- 0" rock for the stockpile at the Hood River maintenance yard.

NOTED
H. G. SMITH

RECEIVED
OCT 3 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
FORREST COOPER

NOTED
L. H. Young

Signed O. V. Brundidge

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,000 C.Y.		
Estimated quantities moved or placed to date			7,000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			12		
Average force on project for week			11		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Calm-Clear		
Monday	Windy		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Calm-Clear		
Friday	Calm-Clear		
Saturday	Calm-Clear		

RECEIVED
JUL 26 1955
FOR FILING

11 FEB
4478

July 26, 1955

Calkins Crushing Co.
Oceanlake
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4478 which was awarded to you on July 1 by the State Highway Commission, for rock production on the Viento-Wasco County Line Section of the Columbia River Highway in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 6 - 1955
FOR FILING

14-8305
4478

July 5, 1955

Calkins Crushing Co.
P. O. Box 547
Oceanlake, Oregon

Gentlemen:

The State Highway Commission on July 1, 1955 awarded to you State Highway Contract No. 4478 for Viento-Wasco County Line Rock Production Project on the Columbia River Highway in Hood River County.

This award was based on your bid of $24,900 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

18-1069 Division #4 Pavement Sealing 1955
Proj. on the Columbia Riv., Central
#4479 Oregon & The Dalles-Calif. Hwys.

RECEIVED
DEC 29 1955
FOR FILING

S. H. B. 66 A

December 1st, 1955

FINAL COST ANALYSIS

Division #4 Pavement Sealing

Central Oregon, Columbia River and The Dalles-California Highways

Contract #4479 — J. C. Compton Co., Contractor — Prefix 18-1069

H. S. Cox, Resident Engineer

18 - 1069

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Unit "A"						
*Preparation of Base		All	$500.00		$ 500.00	$ 500.00
*150-200 Asphalt in Pavement Seal	119.42	Ton	39.00	39.00	4,657.38	4,657.38
*Place Aggregates	1,104	Cu. Yd.	1.50	1.50	1,656.00	1,656.00
*Haul Aggregates	8,367.5	Yd. Mi.	0.20	0.20	1,673.50	1,673.50
Unit "B"						
Preparation of Base		All	200.00	0.00	0.00	200.00
150-200 Asphalt in Pavement Seal	654.14	Ton	41.00	37.73	24,680.17	26,819.74
Place Aggregates	5,521	Cu. Yd.	0.80	0.349	1,926.83	4,416.80
Hauling Aggregates	11,827	Yd. Mi.	0.15	0.082	969.81	1,774.05
Unit "C"						
Preparation of Base		All	500.00		60.34	500.00
150-200 Asphalt in Pavement Seal	230.77	Ton	42.00	39.08	9,018.49	9,692.34
Place Aggregates	1,805	Cu. Yd.	1.00	0.442	798.52	1,805.00
Hauling Aggregates	24,720	Yd. Mi.	0.15	0.116	2,860.19	3,708.00
Force Account					535.31	535.31
					$49,336.54	$57,938.12

* Work done by Pacific Asphalt Co.

NOTED
State Highway Engineer

Gross Revenue	$57,938.12
Total Cost	49,336.54
Net Profit	$ 8,601.58

Net Profit Equals 14.8% of Gross Revenue

Contract #4479

Detail of Cost

Labor:			
Labor		$ 5,856.69	
Labor Insurance		537.08	
			$ 6,393.77
Materials:			
150-200 Asphalt	884.91 Tons at $22.50	$19,910.55	
Freight on 150-200 Asphalt	884.91 " " 10.40	9,199.02	
			29,109.57
Equipment Rentals & Misc. Supplies:			
Equipment Rentals (Owned)		$ 2,995.86	
Gas, Oil & Grease		969.19	
Small Tools & Misc. Supplies		119.80	
P.L. & P.D. Insurance		73.20	
Bond		230.68	
Home Office & General Overhead		797.85	
			5,186.58
			$40,689.92
Paid to Pacific Asphalt Co. for Unit "A"			8,646.62
T o t a l C o s t			$49,336.54

Remarks:

This was a "State Project" calling for the construction of 72.26 miles of pavement seal. This project was in three sections. Unit "A" consisted of 7.36 miles on the Columbia River Highway, Unit "B" consisted of 48.5 miles on the Central Oregon Highway and Unit "C" consisted of 17.00 miles on The Dalles-California Highway. The project was bid July 1st, 1955, and the project was completed August 11th, 1955.

On July 18th the contractor moved in one 1,250-gal. distributor, 3/4 cu. yd. shovel, 1½ cu. yd. front end loader, eight 6 cu. yd. trucks, #12 cat blade, 2 rollers, service truck, four pickups, two transports and a power broom and started work on Unit "B". This unit was completed Saturday, July 23rd, 1955. Cinder aggregate was used on this unit.

The same equipment was used on Unit "C". This unit was started on Tuesday, July 26th and completed on Friday, July 29th, 1955. Crushed rock aggregate was used on this unit.

Unit "A" was sublet to Pacific Asphalt Co. at unit bids. On Unit "B" and Unit "C" very little work was required on Preparation of Base. This item shows a large profit.

Good supervision and equipment, with good progress and fair bid prices, allowed the contractor a nice profit from this project.

Oscar Cutler
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
OCT 10 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) September 29, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
18-1067 4479	3-Final	J. C. Compton Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19789	B-133037	$ 2,255.07	9/29/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: Aug. 11, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-30-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 6 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 27 1955
FOR FILING

September 26, 1955

CERTIFIED MAIL

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract No. 4479 for work performed on the Division No. 4 Section of the Columbia, Central Oregon and The Dalles-California Highways in Klamath, Lake, Hood River, Deschutes and Harney Counties was completed by the contractor, J. C. Compton Company, on August 11, 1955, and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $2,255.07 will be released to the contractor on or after October 6, 1955. The total contract amount is $57,938.12, of which amount $535.31 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ds

cc: Glens Falls Insurance Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Noted on card JC.

RECEIVED
AUG 31 1955
FOR FILING

August 30, 1955

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. in connection with contract No. 4479, covering Division No. 4 Pavement Sealing Project on the Columbia, Central Oregon and The Dalles-California Highways in Klamath, Lake, Hood River, Deschutes and Harney Counties.

This payment, in the amount of $11,359.52, will be released to the contractor on or after September 9, 1955. The retained percentage is $1,722.16.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 22 1955
FOR FILING

IX - 1069
4479

August 19, 1955

Mr. R. V. Clawson
6847 - 43rd Northeast
Seattle 15, Washington

Dear Sir:

The delay occasioned in replying to your letter of August 8, relative to damage which your car suffered from free asphalt and crushed rock, July 27, 1955, on U097 north of Klamath Falls, amounting to $60, is due to the necessity of investigating the conditions, responsible parties, et cetera.

I find that the construction work which you proceeded through on July 27, the day your car suffered damage from asphalt and crushed rock, was being performed by the J. C. Compton Company under contract with the State Highway Commission. Under the terms of this contract, the contractor is required to hold the State Highway Commission harmless and free of any liability for such damage occurring within the limits of the contract project.

I would suggest, therefore, that you file your claim, supported by receipted invoices, with the J. C. Compton Company, McMinnville, Oregon.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWStier

cc J. C. Compton Company
McMinnville, Oregon

cc Mr. E. A. Cellier
Mr. H. C. Smith

FORM B30—SOM—6-54—74986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 18, 1955

SUBJECT: Assignment #1851
Claim by R. V. Clawson

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

OFF ICE

Dear Sir:

We return herewith your Assignment #1851 concerning a letter from R. V. Clawson, 6847 43rd N. E., Seattle 15, Washington, in which he made claim for repair costs approximating $60.00.

He stated this damage was caused by a spray of sharp rocks and oil thrown against his car by passing construction trucks. This matter was referred to the field for investigation and we now have a letter from L. H. Warfield, Assistant Division Engineer, in which he states that the work referred to in Mr. Clawson's letter was being performed under Contract #4479 by the J. C. Compton Company.

We suggest that Mr. Clawson be advised to contact the J. C. Compton Company, P. O. Box 86, McMinnville, Oregon, in connection with this claim.

Very truly yours,

E. A. Collier
Maintenance Engineer

By John A. Phillips

John A. Phillips
Assistant Office Engineer

JAP:ib
Enc.

cc: Legal

RECEIVED
AUG 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

FORM E-20 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 12, 1955

SUBJECT: Serial #362
Assignment #1851 WWS
Claim by R. V. Clawson

To:

Mr. E. A. Collier
Maintenance Engineer
Oregon State Highway Department
Salem, Oregon

Attention: John A. Phillips

Dear Sir:

The work referred to on Highway 97 near Klamath Falls in Mr. R. V. C lawson's claim was being done by our contractor, J. C. C ompton, Contract Number 4479.

Very truly yours,

L. H. Warfield

L. H. WARFIELD
Assistant Division Engineer

LHW:bd

FORM E-30X—80,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1955

SUBJECT:

[illegible]
[illegible] Department - 51 V&E
Claim by [illegible] V. Clawson

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

[illegible] letter of October 5, 1954 from [illegible] V. Clawson, 3247 42nd [illegible]., N.E. [illegible], Washington, [illegible] the Commission.

Mr. Clawson states that he was [illegible] the estimated extent of $60, [illegible] amount [illegible] on [illegible] small scrap piece of "[illegible]" as shown by [illegible] the [illegible] direction.

[illegible] that the [illegible] were in fact [illegible] [illegible] Mr. [illegible] given [illegible] Jones, Jr.

We shall [illegible] have this matter investigated and a report submitted at your earliest convenience. [illegible] of damage is covered by our contract with the Insurance Exchange. If it should be established that the [illegible] Highway Department vehicles was responsible, we will need a report of Accident Form CI-36 before forwarding the claim to [illegible] carrier.

Very truly yours,

L. [illegible] Collier
Maintenance Engineer

By John A. Phillips

John A. [illegible]
Assistant Maintenance Engineer

J.[illegible]:eb
Encl.
cc-W. L. Tiffler
C. H. Jones (Encl.)
Legal Dept. (Encl.)

Seattle, Wash.
Aug. 8, 1955.

Oregon State Highway Commission
Salem, Oregon

Atten: Mr. Ben R. Chandler, Chairman

Gentlemen:

Claim is hereby made in the amount of $60.00 (sixty dollars) covering the approximate cost of repairing my automobile which was damaged by rock and tar on July 27, 1955 on highway 97 north of Klamath Falls, Oregon.

If this claim is required to be submitted on any special form or if bids on the estimated cost of repairs is needed please let me know immediately.

I enjoyed my vacation trip through Oregon and I normally expect road detours and other inconveniences in connection with highway construction. However, this was something else. There was a stretch of highway approximately 10 miles in length covered with a combination of loose sharp small rock and tar. By going slow we managed to keep from stirring up this covering too much (however, ever since we arrived in Seattle the rocks and tar have continued to fall off from under my automobile onto the driveway and carport).

The damage to my car was brought about by the construction trucks passing me in the opposite direction and throwing up a spray of sharp rock and tar. The paint has been chipped off in numerous places on the front end of my automobile. This is discouraging to put it mildly, considering the automobile was new two months ago and cost somewhere around $3000.

Very truly yours,

R. V. Clawson
5047 43rd N. E.,
Seattle 15, Wash.

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 13, 1955, 19

Section Division 4 Sealing Project

Kind of work Pavement Sealing

Highway Columbia, Central Ore., The Dalles-Calif.

Section prefix 18-1069

Contractor J.C.Compton

Contract number 4479

Date of contract July 1, 1955, 19

Date of completion Sept. 31, 1955, 19

Date work started July 18, 1955, 19

Estimated date of completion Aug. 11, 1955, 19

Project authorization $98,620.88
Exclusive of Engineering $91,607.84

Per cent of time elapsed 70.48 %

Estimated cost of completed project, exclusive of engineering $68,900.00

Per cent of contract completed, based on total contract price . . . . . 1 00 %

Engineering authorization $7,013.04

Engineering cost to date $4,000.00, 57.03 %

Date project was completed August 11, 1955, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this contract was completed Thursday Aug. 11th.

Work on Unit A was started on Monday, and as the sub-contractor was quite slow the project lasted longer than anticipated.

Mr Dean Swift inspected this project on Tuesday and again on Wednesday.

Semi -Final will be submitted as soon as possible. As the semi-final is all that remains to be done, these reports will be discontinued.

RECEIVED
AUG 15 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed

Address Box 151 Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77068

RECEIVED
JUL 29 1955
FOR FILING

18-1069
4479

July 28, 1955

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4468, for oiling on the Enegren Ferry-Marlow Creek Section of the Coos River Highway in Coos County.

Contract No. 4479, covering the Division No. 4 Pavement Sealing Project in Klamath, Lake, Hood River, Deschutes and Harney Counties.

Copies of these contracts will also be sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUL 6 - 1955
FOR FILING

15-1069
4-1-11

July 5, 1955

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on July 1, 1955 awarded to you State Highway Contract No. 4479 for Division No. 4 Pavement Sealing Project on the Columbia River, Central Oregon and The Dalles-California Highways near Hood River in Klamath and other counties.

This award was based on your bid of $61,264 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

22-1058 Santiam Jct. Guardrail Proj. 1955
on the N. Santiam and Santiam
#4480 Hwys.

RECEIVED
SEP 1955
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT

(date) ~~September 15, 1955~~

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4400	2-Final	~~Truesdale, Inc.~~	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18767	R-132129	$ 500.00	~~9/16/55~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: Aug. 5, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-19-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By H B Glaisyer
Ass't. Secretary

Warrant Mailed: SEP 19 1955
Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 8 1955
FOR FILING

4480

September 7, 1955

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4480 for constructing guard rail on the Santiam Junction Section of the North Santiam and Santiam Highways in Linn County was completed by the contractor, Truesfab, Inc., on August 5 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $500.00 will be released to the contractor on or after September 17, 1955. The total contract amount is $10,594.34 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: C. A. Tomassens & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
AUG 25 1955
FOR FILING

2-1068
4480

August 24, 1955

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Trussfab, Inc. on contract No. 4480, for guard rail construction on the Santiam Junction Section of the North Santiam and Santiam Highways in Linn County.

This payment, in the amount of $10,094.34, will be released to the contractor on or after September 3, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—1956

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 6, 1955, 19

Section Santiam Junction

Highway North Santiam & Santiam

Contractor Trussfab Inc.

Date of contract July 1, 1955, 19

Date work started July 11, 1955, 19

Amount of contract $11,841.75

Estimated cost of completed project, exclusive of engineering $10,644.34

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 300.00, 23.6 %

Kind of work Guard Rail

Section prefix ~~XXX~~ 22-1058

Contract number 4480

Date of completion Aug. 31, 1955, 19

Estimated date of completion Aug. 5, 1955, 19

Per cent of time elapsed 59.0 %

Date project was completed Aug. 5, 1955, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was inspected on Monday at which time all the rail was all in place except 131 feet at Lost Lake Creek. This rail was in place by Wednesday. Wednesday the contractor was ingaged in painting rail. A final inspection Friday showed this project to be complete.

Semi-Final estimate has been submitted.

NOTED
H. G. SMITH

NOTED
W. T. WRIGHT.

RECEIVED
AUG 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed W. T. Wright

Address Box 151 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
FORREST COOPER

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	Guard Rail				
Miles partially completed					
Miles completed					
Total estimated quantities	5461				
Estimated quantities moved or placed to date	5461				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday	Fair All week		
Wednesday			
Thursday			
Friday			
Saturday			

NOTED
W. T. WRIGHT

State Printing

RECEIVED
JUL 29 1955
FOR FILING

22-1958
4420

July 28, 1955

Trussfab, Inc.
1160 N. W. 102nd Ave.
Portland 1, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4474, for constructing guard rail and fencing on the Battle Creek Jct.-Illahee Unit, Battle Creek Jct.-Jefferson Jct. Section of the Pacific Highway in Marion County.

Contract No. 4480, covering guard rail on the Santiam Junction Section of the North Santiam and Santiam Highways in Linn County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JUL 6 - 1955
FOR FILING

22-1955
4460

July 5, 1955

Trusafab Inc.
1160 N. W. 102nd
Portland, Oregon

Gentlemen:

The State Highway Commission on July 1, 1955 awarded to you State Highway Contract No. 4460 for construction of Santiam Junction Guardrail Project on the North Santiam and Santiam Highways, east of Detroit and Cascadia in Linn County.

This award was based on your bid of $10,476 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Prebert
R. G. Savage, SIAC
P. M. Stephenson

24-1098 Salem By-pass Pavement Sealing 1955 Proj. on the Portland-Salem Ex-
#4481 pressway, east of Salem

RECEIVED
OCT 25 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) October 19, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
241-1-77		
4481	2-Final	Babler Bros. Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20970	B-134327	$ 500.00	10/19/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 8-31-55

Time Extensions: none

Completion Date: 7-19-55

Date Accepted: 8-11-55

Penalties: none

Claims: none

Remarks:

Date: 10-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 21 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 27 1955
FOR FILING

September 26, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4481 for work performed on the Salem By-Pass Section of the Portland-Salem Expressway in Marion County was completed by the contractor, Rabler Bros., Inc., on July 19, 1955, and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $500.00 will be released to the contractor on or after October 6, 1955. The total amount is $13,459.26 on this contract, of which amount $177.26 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

do

Withdrawn
DC

RECEIVED
AUG 31 1955
FOR FILING

4-1077
4481

August 30, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc. in connection with contract No. 4481, for pavement sealing on the Salem By-Pass Section of the Portland-Salem Expressway in Marion County.

This payment, in the amount of $12,959.26, will be released to the contractor on or after September 9, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD
gf

RECEIVED
JUL 26 1955
FOR FILING

July 26, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4481, for pavement sealing on the Salem By-pass Section of the Portland-Salem Expressway in Marion County, awarded July 1, 1955.

Contract No. 4486, for oiling on the Metolius-Juniper Butte Section of FAS Route Nos. 548 and 547 in Jefferson County, awarded July 8, 1955.

Copies of these contracts will also be mailed to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

Form E-1—1956

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July - 23, 19 55

Section Salem By-Pass

Highway Portland - Salem Expressway

Contractor Babler Bros., Inc.

Date of contract July - 1, 19 55

Date work started July - 14, 19 55

Project authorization . . . . . $ 17662.50

Exclusive of Engineering . . . . . $ 16406.50

Kind of work Pavement Seal

Section prefix 24-1098

Contract number 4481

Date of completion Aug - 31, 19 55

Estimated date of completion , 19

Per cent of time elapsed 33.3 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 16406.50

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 1256.00

Engineering cost to date $ 818.07, 65.1 %

Date project was completed July - 19, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor broomed Entire Job monday and tuesday — Moved Remaining equipment off Job Tuesday P.M. Maintenance had sand truck in Readiness Tuesday A.M. to sand if necessary.

NOTED
OSCAR CUTLER

H. G. SMITH
NOTED

NOTED
FORREST [illegible]

RECEIVED
[illegible]
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
V. T. Wilson

Signed Kenneth E. Bartel

Address Room 208 - Lab. Bldg. - Hwy. Shops

Salem - Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING Asph. gal C	MAINTENANCE MATERIALS 150-200	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		9.6	9.6		
Miles partially completed					
Miles completed		9.6	9.6		
Total estimated quantities		2000	190		
Estimated quantities moved or placed to date		1704	161.04		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8 } 2 days		
Average force on project for week			3		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....
2 Flagmen - 1 - Blade Broom.
Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy A.M. Fair by	10:00 A.M.	
Tuesday	Fair -	Warm	
Wednesday	"	"	
Thursday	"	"	
Friday	"	"	
Saturday	"	"	

RECEIVED
JUL 6 - 1955
FOR FILING

July 5, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on July 1, 1955 awarded to you State Highway Contract No. 4481 for Salem By-pass Pavement Sealing Project on the Portland-Salem Expressway in Marion County.

This award was based on your bid of $15,450 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

H. G. Smith
S. H. Probert
R. G. Savage, SIAC

24-1099 Willamette River-Hayesville 1955
Guardrail Project on the
#4482 Portland-Salem Expressway.

RECEIVED
FEB 7 1957
FOR FILING
24-1099

4482

February 1st, 1957

FINAL COST ANALYSIS

Willamette River-Hayesville Section — Portland-Salem Expressway
Contract #4482 — Prefix 24-1099-201(4)

Guard Rail & Sight Posts
Fred J. Stubbert, Contractor
G. A. Starkey, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Guard Rail	23,795	Lin. Ft.	$1.90	$1.84	$43,832.02	$45,210.50
" Sight Posts	1,370	Each	2.30	2.22	3,036.43	3,151.00
PA #1, Reinstall Guard Rail	300	Lin. Ft.	.48	.47	141.00	144.00
PA #2, Furnish & Install Median Fence	331.94	Rod	4.55	4.83	1,602.86	1,510.33
Force Account (State's Share of Flagging)						68.51
					$48,612.31	$50,084.34

Gross Revenue	$50,084.34
Total Cost	48,612.31
Net Profit	$ 1,471.93

Net Profit Equals 2.9% of Gross Revenue

NOTED
FORREST COOPER

RECEIVED
FEB 7 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Detail of Cost

Labor:

Labor	$9,155.87	
Labor Insurance	1,017.31	
		$10,173.18

Equipment Rental and Miscellaneous Supplies:

Equipment Rental	$2,014.49	
Gas, Oil and Grease	402.90	
Bond	253.60	
P.L. & P.D. Insurance	167.87	
Misc. Small Tools	268.60	
Overhead & Office	420.90	
Sign	43.85	
		3,572.21

Materials:

Guard Rail	23,795 Lin. Ft.	at	$1.35	$32,123.25
Sight Posts	1,370 Each	"	1.25	1,712.50
Fence	331.94 Rod	"	3.11	1,031.17
				34,866.92

Total Cost..... $48,612.31

Remarks:

This was a "State Project" calling for construction of approximately 25,000 lineal feet of metal guard rail, furnishing and installing 1,400 sight posts and performance of such additional work as called for by the specifications and plans on the Portland-Salem Expressway. The northerly end of the project is at Station 617+00, which station is approximately 0.6 mile south of the south end of the Boone Bridge over the Willamette River near Wilsonville. The southerly end of the project is at Station 1888+00, which station is approximately 0.8 mile north of the north city limits of Salem near the junction of the Portland-Salem Expressway and the Pacific Highway East. The overall length of the project is 23.94 miles.

Bids were opened July 1st, 1955. The contractor started to work October 1st, 1955 and was completed September 27th, 1956.

The contractor started work October 1st, 1955. His work was delayed due to the surfacing and paving contractors not having completed two sections of roadway and shoulder materials not being in place. Two extensions of time were requested and permitted without penalty. The force account on this project was $68.51, which was the State's share of the flagging costs.

Equipment used on the project was power auger, two pickups, 1½-ton flatbed and miscellaneous hand tools.

The prime contractor furnished all materials and Trusfab Inc. did all the installation. This contract was bid low and as a result only a slight profit was realized.

M. N. Juve
Chief Cost Analyst

By . . H. R. Sturgis

RECEIVED
DEC 21 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) December 13, 1956

24-1299

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4482	10-Final	Fred J. Stuhlsatt

4482

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7193	H-160368	$ 1,[illegible]71	12/17/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to Sept. 27, 1956

Completion Date: Sept. 27, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-17-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 18 1956

Ruth Rawlings

NOTED ON CARD

JF

RECEIVED
DEC 10 1956
FOR FILING

24-1099

December 7, 1956

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4482 for constructing guard rail on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties was completed by the contractor, Fred J. Stubbert, on September 27,1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $1,633.71 will be released to the contractor on or after December 17, 1956. The total contract amount is $50,084.34, of which amount $68.51 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The Aetna Casualty & Surety Co.
Ray D. Pollard Agency
21 11th Avenue W.
Eugene, Oregon

NOTED ON CARD

RECEIVED
NOV 29 1956
FOR FILING

24-1099

4482

November 28, 1956

Mr. Fred J. Stubbert
1056 "J" Street
Springfield, Oregon

Dear Sir:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from July 1, 1956 to October 1, 1956 within which to complete your contract No. 4482, for constructing guard rail on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties.

We are pleased to inform you that the State Highway Commission granted your request to and including September 27, 1956, the actual completion date of the contract. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

R. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: J. D. Walker,
Division Engineer

Glen Starkey,
Resident Engineer

Tom Edwards
Construction Engineer

RECEIVED
OCT 26 1956
FOR FILING

24-1091

4482

October 25, 1956

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Fred J. Stubbert a portion of the funds heretofore retained by the Commission on contract No. 4482, for guard rail on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties.

This payment in the amount of $15,542.85 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,498.47. The present payment will be released on or after November 5, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The Aetna Casualty & Surety Co.
Ray D. Pollard Agency
21 11th Avenue West
Eugene, Oregon

NOTED ON CARD

RECEIVED
OCT 8 1956
FOR FILING

October 4, 1956

Oregon State Highway Commission

Request for extension of time
No. 4
November 8 and 9 meeting

Gentlemen:

Herewith is a request from Fred J. Stubbert for an extension of time on the Willamette River-Eugene-Ville Section Guardrail, Contract No. 4482, from July 1, 1956 to October 1, 1956.

Because of the action of the paving contractors on this section this contractor could not operate until the paving operations were complete. As soon as he was able to work he prosecuted it in an excellent manner and naturally completed the job on September 27. I recommend that the extension be granted, to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

Form E-1—10M—10-55

OREGON STATE HIGHWAY DEPARTMENT

24-1099

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 29, 19 56

Section Willamette River-Hayesville

Highway Portland-Salem Expressway (R.H.Baldock Freeway)

Contractor Fred J. Stubbert

Date of contract July 1, 19 55

Date work started October 1, 19 55

Project authorization $ 60,063.75

Exclusive of Engineering $ 55,792.55

Kind of work Guard Rail

Section prefix 24-1099

Contract number 4482

Date of completion , 19

Estimated date of completion , 19

Per cent of time elapsed 372 %

Estimated cost of completed project, exclusive of engineering $ 55,792.55

Estimated per cent overrun or underrun -%

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 4,217.20

Engineering cost to date $ 3,500.00, 83 %

Date project was completed 9-27, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed painting of all guard rail and placing of sight posts on Thursday September 27. This completes work on project. This will be the last weekly report for this project.

NOTED
L. H. Young

RECEIVED
OCT 1 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
V. D. WOLFE

Signed Glenn A. Starkey, Resident Engineer

Address Rm 211, Lab. Bldg. Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 88712

	[illegible]	[illegible]	[illegible]	OIL AND BITUMINOUS MACADAM	PAVING
	Guard Rail	Sight Posts	Median Fence		
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	25,000	1,400	335		
Total quantities corrected to date	23,750	1,287	325		
Estimated quantities moved or placed to date	23,750	1,287	325		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Men 1

Supervision

Men and trucks under 3 tons 1

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., Paint Sprayor - 1 . ....., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	clear		
Friday	Cloudy		
Saturday	Fair		

RECEIVED
OCT - 1 1956
[illegible] ENGINEER

RECEIVED
JAN 6 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLADOVER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 3, 1956

Mr. Fred J. Stubbart
1056 "J" Street
Springfield, Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from October 31, 1955 to July 1, 1956 within which to complete your contract No. 4482, for constructing a guard rail on Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Glen Starkey,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
NOV 15 1955
FOR FILING

2-1-99
4472

November 14, 1955

Request for extension of time
No. 6
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Fred J. Stubbert for an extension of time on the Willamette River-Marysville Section Overhead, Contract No. [illegible], from October 31, 1955 to July 1, 1956.

Due to the fact that the surfacing and paving contracts on this section will not be completed until next spring, the contractor will be unable to place the guardrail and sight posts.

It is no fault of the contractor that he is unable to complete his work, and I therefore recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. Forrest Cooper

EAP : hi

RECEIVED
AUG 10 1955
FOR FILING

August 9, 1955

Mr. Fred J. Stubbert
1056 "J" Street
Springfield, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4482 awarded to you by the State Highway Commission, for constructing guard rail on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
AUG 1 - 1955
FOR FILING

24 - 1099

4452

July 28, 1955

Mr. Fred J. Stubbert
1056 "F" Street
Springfield, Oregon

Dear Sir:

At the request of Mr. J. C. Denton, we write to advise that your contemplated plan of subcontracting the installing work involved in guard rail construction on the Willamette River-Hayesville Section of the Portland-Salem Expressway, with materials to be furnished by yourself, will not be a violation of the provisions of the contract, provided the amount to be paid the subcontractor is less than 50 per cent of $50,720, the contract amount.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

cc: Forrest Cooper
J. D. Walker
J. C. Denton
1160 N.W. 102nd Ave.
Portland 5, Oregon

RECEIVED
JUL 6 - 1955
FOR FILING

July 5, 1955

Mr. Fred Stubbert
1056 "J" Street
Springfield, Oregon

Dear Sir:

The State Highway Commission on July 1, 1955 awarded to you State Highway Contract No. 4482 for Willamette River-Hayesville Guard-rail project on the Portland-Salem Expressway in Marion and Clackamas Counties.

This award was based on your bid of $50,740 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephensen

30-3251 Emigrant Hill Sand Storage Shed. 1955

30-3251 Emigrant Hill Sand Storage Shed. 1955

RECEIVED
DEC 6 - 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 1, 1955

30-5251			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4483	4-Final	Rohde Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24037	B-137194	$ 1,777.86	12/1/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1955

Time Extensions: None

Completion Date: Oct. 17, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-3-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 5

Ruth Rawlings

RECEIVED
NOV 25 1955
FOR FILING

30.2251
Wyeth

November 23, 1955

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4483 for constructing a sand shed at Emigrant Hill in Umatilla County was completed by the contractor, Rohde Construction Company, on October 17 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $1,777.86 will be released to the contractor on or after December 3, 1955. The total contract amount is $14,222.88 ann no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Gilbert J. Struve
124 S. W. Court
Pendleton, Oregon

NOTED ON CARD

RECEIVED
JUL 6 - 1955
FOR FILING

July 5, 1955

Robdo Construction Co.
P. O. Box 172
Pendleton, Oregon

Gentlemen:

The State Highway Commission on July 1, 1955 awarded to you State Highway Contract No. 4483 for construction of Emigrant Hill Sand Storage Shed in Umatilla County.

This award was based on your bid of $14,222.88 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
JUN 6 1955
FOR FILING

FORM ESO—50M—10-54—79488
2 - 22 - 1
1413

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1955

SUBJECT:

Sand Shed - Emigrant Springs Section

To: Mr. W. W. Stiffler
Asst. Highway Engineer

O F F I C E

Dear Sir:

Herewith is Blue Line print, Sheet No. 28, of the Emigrant Hill Section, showing the east junction of the new construction and the existing highway two miles west of Deadman's Pass. This is at the top of the grade up Cabbage Hill and is the first location where sufficient level ground is available to accomodate a sand shed.

I inspected this site with Mr. Smitton and Mr. Parson a couple of weeks ago, and it was agreed that the most satisfactory site for this sand shed is as shown on the attached print. It would have been possible to have put the sand shed on the south side of the existing highway; however, this would not have made the sand shed accessible to the new highway on account of differences in grade, and it was felt that the building between the two highways might interfere with sight distance. Mr. Smitton has taken contours of the site, and they are shown on the attached vicinity map. We are recommending that the floor elevation be made one foot lower than Mr. Smitton shows to provide a less grade for the access road to the existing pavement. This will require a small amount of additional excavation, but this will be partially compensated for by a reduction in the amount of ramp embankment to be constructed. The additional excavation can be utilized to increase the size of the turning area in front of the sand shed.

The sand shed should be constructed as shown, 60 ft. by 95 ft., with heavy snow load type roof, with a rated capacity of 2,127 cubic yards. Creosote piles can be used, augered in rather than driven. The back of the sand shed should be closed as shown on drawing No. 10221. The heavy snow load roof detail is shown on drawing No. 9881. The earth ramps are to be constructed by State forces.

NOTED
W. W. STIFFLER
file

W. W. Stiffler

Sand Shed — — Emigrant Hill

Our estimate of cost is:

5,700 square feet at $1.80 per square foot	$10,260
12½ percent engineering and contingencies	1,280
Total	$11,540

We estimate the cost of preparing the site and building ramps at $1,000. The budget item is $15,000.

We attach a copy of drawing 1R1-731 which shows that the extra width right of way at the point in question was acquired from Elizabeth Pond Shillal in 1928. Although the map indicates the area was purchased for Emigrant Springs Park there is no reference in the deed to the park or limiting the use of the area to park use.

We recommend the sand shed be scheduled for early construction so that it will be available for use this winter.

Approved
6-3-55

Very truly yours,

I. A. DeFrance
Asst. Maintenance Engineer

IAD:ab
Encl.

RECEIVED
JUN 2 1955
OFFICE OF
STATE HIGHWAY ENGINEER

1R-1-23

84 E. W.M.

vit

10°C.L.
Δ 28°40'
T. 1464

911+88.0 P.C.

911+73.2 P.T.

917+89.4 P.C.

4°C.L.
Δ 10°53'
T. 136.5

920+61.5

924+38.4

TO Meacham

N. 55° 24' E.

R. 273.0
L.C. N. 88° 48' E.
59.5

S. 84° 57' E. 374.0

261.0

OLD OREGON TRAIL

N. 66° 17' E.

908+14.0 P.T.

South 685.6

Acres

"Official Park"

OREGON STATE HIGHWAY DEPARTMENT

Property Acquired from

ELIZABETH POND SHILLAL

— for —

EMIGRANT SPRINGS PARK

ON THE

OLD OREGON TRAIL

UMATILLA COUNTY

Scale 1in. = 200 ft. March 1928

6B-1-3
2C-2-16

~~63-153~~

T. 1 N., R. 34 E. W.M.

3

Heirs of
Josephine Yomawit
N.W.¼ of S.E.¼
Allot. No. 1192

N

S.84°57'E 37.

903.1

R 1255.0

N.53°49'E. 46.9

260.0

716.0

874.0

40.0

658.4

Deed P-99

322.1

N.43°E.

296.5

N.53°49'E.

294.0

8.85 Acres

8.37 Acres

N.89°18'W. 1324.9'

171

Point of Beginning

To Pendleton

6"C.R.
Δ 41°14'
T. 3593
R. 955

908+14.0 P.T.

34 E.W.M.

EMIGRANT HILL SECTION
OLD OREGON TRAIL HIGHWAY
UMATILLA COUNTY
OREGON BFI-82(4)
SHEET NO. 28
TOTAL SHEETS

℄ Existing R/W

23°

95'

40'

U.S No 30

To LaGrande

Existing Old Oregon Trail Hwy

℄ Existing R/W

State of Oregon

97°35'22" E

248
248+49

Temporary Connection
Paving Contract

State of Oregon

980

+23.38

985

990

24°57'22.8" E

Bronze Cap in Conc. 979+67.86
147.12 ℄

125

N 65° E 2.47

N 65° E of Sec. 3

128'

R/W Line

EAST END OF PROJECT
Sta 985+33

℄ Match Existing Pavt.

3560

3540

3520

577

Paving Contract

L.O.H. 962 "C" Yd. Sta.

Emb 987

S.O.H. 21,700 Yd. Sta.

Emb 7259

Exc. 8134

Emb. 10,181.

980

985

T. 1 N. R. 34 E. W

E Exist

973+80 Const. Appr. on Lt

3°15' CL.
Ta: 22°00
Ts: 342.68

Existing R/W's

971+32 P.C.

970+

R/W Line

R/W

123

965

123

Truck Lane

125'

Const Temporary Con
Under Paving Cont

St

N. 74°57 228

220'

Existing R/W's

968+40 Const Appr. on Rt

100 Inst. 18" Pipe - 90°

968+40
Const. Approach on Rt.
20' wide

973+80
Const. Approach on Lt.

B. M.
3573.64

Spike in 30" Pine
155.25' Lt.

100 El 3570.18

100' Inst. 18" Pipe - 90°
St. Exc. 4 C.Y.

3580

3560

3540

+2.30

2400' V.C.

Finished Grade

Ground Line of Conn.

-0.76

971 972 973 974 975 976 977

Temporary Conn. Stations

Temporary Connection To be Constructed under Paving Contract.

Exc. on Sheet 27

To Sta 966+63

Exc. 14,300

To Sta 900+25

Exc. 10,782

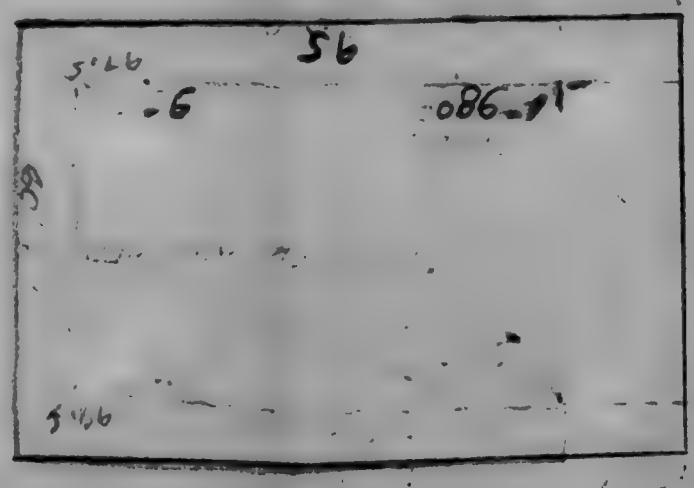
Exc. 3536
Emb 4426

Exc. 69
Emb 111

Exc. 5800

961 965 970 975

ORIGINAL SURVEY


56

Floor Elev. 98.0

97.0

99.

N 13 E of Sec 3

To Randleton

896

E. 66.5

E. 60.1

N. 1.5 E. of Sec. 3

33-3411 Warm Springs Dwelling and Sand Storage Shed. 1955

#4484

33-3411 Warm Springs Dwelling and Sand Storage Shed. 1955

#4484

RECEIVED
JAN 13 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) January 11, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4484	3-2-2711	4-Final Gilbert Roberts

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
147	B-140716	$ 3,301.44	1/11/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1955

Time Extensions: None

Completion Date: Nov. 21, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-12-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
JAN 3 1956
FOR FILING

32-3411
4454

December 30, 1955

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4484 for constructing a dwelling and sand shed at Warm Springs Junction in Wasco County was completed by the contractor, Gilbert Roberts, on November 21 and was formally accepted by the Highway Commission on December 19, 1955.

Final payment in the amount of $3,301.44 will be released to the contractor on or after January 9, 1956. The total contract amount is $25,213.96 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
JUL 29 1955
FOR FILING

33-3411
4484

July 28, 1955

Gilbert Roberts, Contractor
Route 4, Box 419
Hood River, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4484, which was awarded to you by the State Highway Commission on July 1, covering construction of the Warm Springs Junction Dwelling and Sand Shed in Wasco County.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 6 - 1955
FOR FILING

32 - 411
4454

July 5, 1955

Mr. Gilbert Roberts
Route 4, Box 419
Hood River, Oregon

Dear Sir:

The State Highway Commission on July 1, 1955 awarded to you State Highway Contract No. 4454 for construction of Warm Springs Dwelling and Sand Storage Shed in Wasco County.

This award was based on your bid of $24,853 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
JUN 27 1955
FOR FILING

33-341
4484

Wasco 4(-3 Jel.

June 24, 1955

Mr. Lloyd R. Olson
Forest Supervisor
P. O. Box 3141
Portland 16, Oregon

Dear Sir:

As requested in your letter of June 21 to Mr. A. G. Skelton we are enclosing two copies of Drawing No. S-229 showing the site plan of [illegible] section 21 & sand shed and a residence at Big Bend [illegible] Junction Maintenance Station.

We appreciate the prompt attention you have given us in this matter by issuing Amendment No. 3 to our Special Use Permit at this station.

Very truly yours,

R. H. Baldock
State Highway Engineer

By
W. W. Stiffler
Assistant State Highway Engineer

WWS:db
Enclosures
cc- I. A. DeFrance
A. G. Skelton - Encl.

FORM E-30X—37,500—2-55—62867

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 22nd, 1955

SUBJECT:

To: Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

Attn: I. A. DeFrance

Dear Sir:

Under date of June 15th you wrote forwarding two sets of plans for the proposed sand shed and house to be constructed at the Warm Springs Junction Maintenance Station, and asked that I present these to the proper forest service officials for their approval. These plans were forwarded to Mr. Lloyd R. Olson, Supervisor of the Mt. Hood National Forest, under date of June 16th, and I am enclosing herewith his letter of June 21, 1955, approving our proposed construction, and also giving us Amendment No. 3 to our special use permit.

You will note from Mr. Olson's letter that he would like to have two more prints of the revised site plan. We submitted the only print you sent, with our letter to Mr. Olson, so would appreciate you sending him the two prints requested, and we would like to have a print of this plot plan for our files also.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: D. D. Rohrbough

RECEIVED
JUN 23 1955
OFFICE OF
MAINTENANCE ENGINEER

U
USES - Mt. Hood
Maintenance Station
Oregon State Highway Commission
(Junction Warm Springs-
Wapinitia Highways)
6-11-47

June 21, 1955

Mr. A. G. Skelton
Division Engineer
Oregon State Highway Department
P. O. Box 4699
Portland 2, Oregon

Dear Mr. Skelton:

Reference is made to your letter of June 16, 1955.

Attached in duplicate is Amendment No. 3 to the above-designated special use permit, giving approval of a proposed sand shed and residence to be constructed at the Warm Springs Junction maintenance station.

We would appreciate receiving two more prints of the revised site plan.

Very truly yours,

LLOYD R. OLSON
Forest Supervisor

Attachments

U
USES - Mt. Hood
Maintenance Station
Oregon State Highway Commission
(Junction Warm Springs-Lapinitia Highways)
6-11-47

Mt. Hood National Forest
P. O. Box 5241
Portland 16, Oregon

AMENDMENT NO. 3 TO SPECIAL USE PERMIT

The above-designated special use permit is hereby amended as follows:

1. The revised site plan (Sheet 1 of 6, Drawing S-229, dated June 13, 1955) showing addition of a sand shed, and a residence with appurtenant structures, is approved.

The remainder of the permit as amended is unchanged.

June 21, 1955

Forest Supervisor

FORM E30—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1955

SUBJECT: Proposed Section Foreman's House and Sand Shed at Warm Springs Maintenance Station.

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith vicinity map of Warm Springs Maintenance Station showing location proposed for the new Section Foreman's House and the sand shed included in our 1955 budget. The house proposed is the same as that constructed at Pistol River last year. This house has the two bedroom floor plan developed for Timberline Junction and Lincoln Station, but provides a first floor utility room instead of a basement. The cost of the house built last year at Pistol River was $8,730, plus engineering and some State Force work for driveway and fence. Our estimate at Warm Springs is 816 square feet at $11.00 per square foot, $9,000, plus 12½% for engineering and contingencies, $1,125, total $10,125, plus $1,875 for curbs, driveways, yard improvement, and shrubbery, total $12,000. The budget item was $15,000.

The sand shed proposed for Warm Springs is a standard, heavy snow load type, 60' x 79' with a rated capacity of 1,690 cubic yards. Our estimate of cost is 4,740 square feet at $1.80 per square foot, $8,532, plus 12½%, $1,068, total $9,600. There would be an additional $1,000 for State Force construction of earth ramps. Piling can be augered in rather than driven. The budget item is $11,000. As soon as plans are prepared we should obtain final approval of Forest Service officials.

The Warm Springs Section Foreman has, in the past, kept the radio transmitter in his apartment so that his wife can receive calls during working hours, and so that emergency calls at night can be readily received. The plan has worked satisfactorily except in those instances when the Section Foreman and his wife left on vacation or other absences, in which case they are forced to leave their home open to members and wives of the rest of the crew. There has been no particular difficulty; however, the situation is one which might some time, under certain circumstances, lead to considerable trouble. It has been suggested that when the house at Warm Springs is built, the utility room be widened three feet, and six feet at the west end be partitioned off to make a radio room with an inside and outside door. When the Section Foreman is at home, the inside door will be kept open for easy access to the transmitter. When the Section Foreman is away, he can lock the inside door and leave the outside door open to permit access to the transmitter by other members of the crew. We have discussed this change with Mr. Schneider and he advises that it can be made easily and with a minor increase in cost.

NOTED
W. W. STIFFLER

To: Mr. W. W. Stif[illegible]r

June [illegible], 1955
Proposed Section Foreman's House and
Sand Shed at Warm Springs Maint. Sta.

The roofs of all of the buildings at Warm Springs are built to a 12-12 pitch and it would be desirable to have the same pitch on the new house. All of the roofs at Warm Springs are aluminum, and it would be desirable to have aluminum lock shingle roof on the new house. Our experience with asbestos shingles at Timberline Junction has been such that we should not use this type of shingle at this altitude. The damage to asbestos shingles at Timberline Junction last year will require repairs of over $1,000 this summer. The shingles are brittle and in freezing weather crack and split badly. The cost of aluminum lock shingles, we understand, is slightly more than that of John Mansville asbestos. Should the cost seem too high, we would recommend the use of John Mansville composition 3-tab shingles.

The house should be hooked up to a new septic tank to be located east of the new residence. The house should be wired, but the hook up to the local wiring system should be left for our own electricians. We would recommend that our own forces make the connection to our water main, also.

The construction of the earth ramps around the sand shed should be performed by State Forces. We will want a flood light in this shed; however, this should be installed by State Forces who are familiar with the present installation, and can make the extension needed most economically. You will note the sand shed is located a considerable distance away from the Highway. We would recommend the roof be of aluminum, which has proved most satisfactory in other locations, inasmuch as the snow most readily slides off this type roof. Should there be objections to the use of aluminum, we would then recommend the use of John Mansville composition 3-tab shingles.

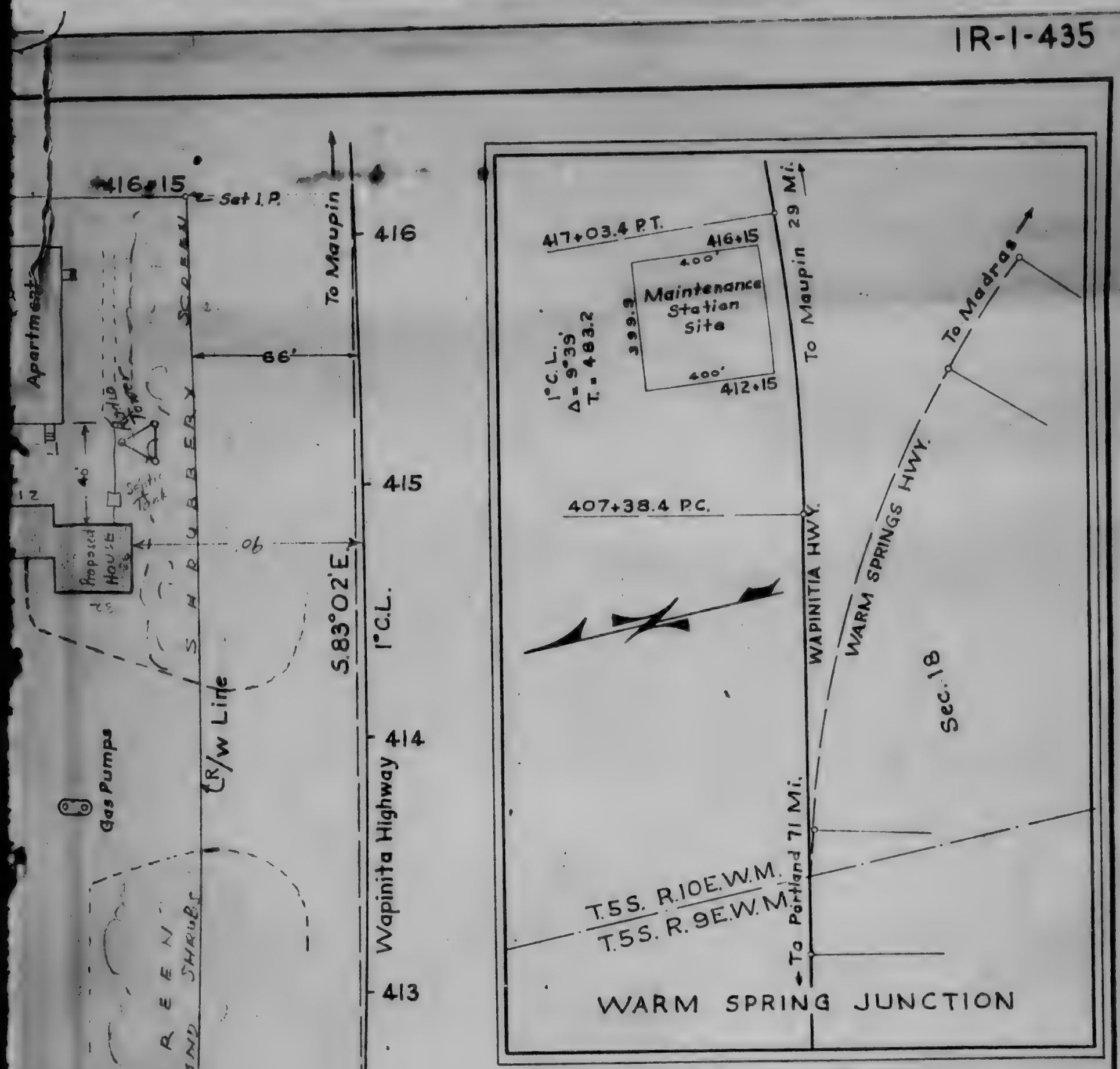
The Section Foreman at Warm Springs advises me that he has one man on his crew driving back and forth from Government Camp, and the construction of the proposed house will make an apartment available for him. This will provide housing for a year round crew of Foreman and four men, with trailer house facilities to accomodate their winter expansion for snow plowing operations.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:reb
Encl.

APPROVED 6-13-55
W. W. Stiffler
Assistant State Highway Engineer



Location Sketch
Scale: 1"= 400'

OREGON STATE HIGHWAY DEPARTMENT	
	WARM SPRINGS JCT.
For	MTNCE. SITE
Highway	WAPINITIA
County	WASCO
Scale 1"=50'	Date Dec. 1950

See Also IR-1-419

S. 83° 02' E. 399.92

30'

60

187'

Set 1½

8" Drilled Well

Proposed SAND SHED

64

Septic Tank

TRAILER SHELTER

GARAGE

40'

22

N. 6° 58' E. 400'

20' DRIVEWAY

Pump & Power-House

1025 Gal. Diesel Tank

MAINT. BLDG.

Garage & Shop

Apartments

Wood Shed

Prop'd Gas Tank

DRIVEWAY

Gas Pumps

20

12

Apartment

Proposed HOUSE

40'

Septic Tank

Roller Towel

SCREEN

N. 6° 58' E. 400'

412+15

416+1

F-127(4) Applegate River Section of the Redwood Highway 1955

#4485

F-127(4) Applegate River Section of the Redwood Highway 1955

#4485

RECEIVED W. C. Williams
MAY 20 1957

Applegate River Section
Contract No. 4485
F-127(4)

FINAL COST ANALYSIS

Grading and Paving
C. R. O'Neil, Contractor
Glen Roberts, Resident Engineer

NOTED
W. C. WILLIAMS

May 10, 1957
Redwood Highway
Prefix: 17-1019-201(41)

4485 Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$7,820.77	$10,000.00	$ 7,820.77	$ 10,000.00
Drainage Excav., Unclass.	2,639.52	Cu. Yd.	2.91	3.00	7,683.47	7,918.56
Spec. Gravel Borrow Excav., Unclassified	4,145.7	Cu. Yd.	0.70	1.10	2,930.96	4,560.27
Gen. Excav., Unclass.	130,406.9	Cu. Yd.	0.37	0.31	48,673.89	40,426.14
Short Overhaul	370,018	Yd. Sta.	0.018	0.015	6,682.18	5,550.27
Long Overhaul	20,048.1	C-yd. Sta.	0.48	0.40	9,655.83	8,019.24
Fin. R/B & Slopes	1.24	Mile	548.66	600.00	680.34	744.00
Rounding Cutbanks	2,715	Lin. Ft.	0.15	0.15	409.77	407.25
18" Corr. Metal Pipe	168	Lin. Ft.	3.97	4.25	666.90	714.00
24" Corr. Metal Pipe	286	Lin. Ft.	6.72	6.75	1,921.72	1,930.50
18" Corr. Metal Siphon Pipe	192	Lin. Ft.	5.70	5.95	1,095.31	1,142.40
6" Perf. Metal Drain Pipe Uncoated	2,109	Lin. Ft.	1.28	1.40	2,708.87	2,952.60
12" Concrete Pipe	321	Lin. Ft.	2.24	2.25	718.77	722.25
18" Concrete Pipe	381	Lin. Ft.	4.39	4.25	1,672.46	1,619.25
*Concrete End Basins	4.88	Cu. Yd.	57.50	63.00	280.06	307.44
Spec. Backfill in Drains	589	Cu. Yd.	5.78	6.00	3,404.58	3,534.00
*Class "A" Concrete	200.14	Cu. Yd.	57.50	63.00	11,508.05	12,608.82
*Metal Reinforcement	31,871	Lbs.	0.13	0.13	4,143.23	4,143.23
*Concrete Catch Basin	3	Each	75.00	75.00	225.00	225.00
Metal Sight Posts	50	Each	2.43	3.00	121.57	150.00
Loose Riprap	1,684.12	Cu. Yd.	3.25	3.15	5,472.49	5,305.92
**Crusher Run Mat'l In Base	21,012.5	Cu. Yd.	1.75	1.75	36,771.88	36,771.88
**3/4"-0 Mat'l in Base and Shoulders	2,747	Cu. Yd.	1.85	2.00	5,081.95	5,494.00
**Sprinkling	1,561.5	M/gal.	1.93	2.00	3,020.81	3,123.00
***Preparation of Base	1.24	Mile	500.00	500.00	620.00	620.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
***3/4"-0 Mat'l in Binder Course	270	Cu. Yd.	$ 4.50	$ 5.00	$ 1,215.00	$ 1,350.00
***RC-3 Asphalt	35.77	Tons	60.00	60.00	2,146.20	2,146.20
***Class "B" Asphaltic Concrete	5,003.01	Tons	6.80	6.85	34,020.47	34,270.62
***Furn. & Place Agg.	43	Cu. Yds.	6.02	5.00	258.86	215.00
***150-200 Asphalt	3.03	Tons	60.00	60.00	181.80	181.80
***RS-1 Asphalt	7.45	Tons	75.00	75.00	558.75	558.75
****PA #1 Type 2 Fence	438	Rod	4.83	5.00	2,117.36	2,190.00
****PA #1 Type 3 Fence	37	Rod	8.97	9.50	332.13	351.50
****PA #1 14' Metal Gate	5	Each	56.50	63.00	282.50	315.00
****PA #1 8' Metal Gate	1	Each	49.98	55.00	48.98	55.00
PA #2 8" CMP, Coated	81	Lin. Ft.	3.61	4.00	292.41	324.00
***PA #3 3/4"-0 Paving Material in Stockpile	1,223	Cu. Yd.	0.75	0.75	917.25	917.25
***PA #3 3/4"-0 Lev. Crush. Mat'l in S.P.	2,556.7	Cu. Yd.	1.00	1.00	2,556.70	2,556.70
***PA #3 1½"-0 Cr. Run Mat'l in Stockpile	2,884.7	Cu. Yd.	0.75	0.75	2,163.50	2,163.50
PA #4 Cement Adj. in Favor of State	4.14	Bbl.		4.15		- 18.67
***PA #5 Purchase Excess RS-1 Asphalt	2.94	Ton	34.70	34.70	102.02	102.02
Force Account					777.24	841.65
Deduction: Crushed Aggregate furnished contractor under Order for State Force Work dated 9/10/56	43	Cu. Yd.		3.02		- 129.86
			T o t a l		$211,942.06	$207,380.51

* Work done all or in part by Tom Lillebo
** Work done all or in part by John Saxton
*** Work done all or in part by Rogue River Paving
**** Work done all or in part by L. C. Robinson

Total Cost	$211,942.06
Gross Revenue	207,380.51
Net Loss	$ 4,561.55

Net Loss Equals 2.17% of Gross Revenue

Contract No. 4485
C. R. O'Neil, Contractor

DETAIL OF COST

Labor:

Labor	$ 38,074.22	
Labor Insurance	2,731.83	
Health and Welfare	1,363.90	
		$ 42,169.95

Materials:

18" Corr. Metal Pipe	168	Lin. Ft.	At $ 3.00	$ 504.00	
Bands	9		" 3.00	27.00	
24" Corr. Metal Pipe	286	Lin. Ft.	" 4.59	1,312.74	
Bands	15		" 4.59	68.85	
18" Corr. Metal Siphon Pipe	192	Lin. Ft.	" 4.39	842.88	
Bands	7		" 5.45	38.15	
6" Perf. Metal Pipe	2,109	Lin. Ft.	" 0.77	1,623.93	
Bands	106		" 0.77	81.62	
12" Concrete Pipe	321	Lin. Ft.	" 0.88	282.48	
18 18" Concrete Pipe	381	Lin. Ft.	" 1.92	731.52	
Spec. Backfill Agg.	589	Cu. Yd.	" 3.60	2,120.40	
Cement	20	Sacks	" 1.45	29.00	
Sand	3	Cu. Yd.	" 2.50	7.50	
Agg. Purchased	43	Cu. Yd.	" 3.02	129.86	
Metal Sight Posts	50	Each	" 1.30	65.00	
14' Gates	5	Each	" 26.50	132.50	
8' Gate	1	Only	" 18.98	18.98	
Type 2 Fence Mat'l				1,222.36	
Type 3 Fence Mat'l				265.28	
Concrete	3/4	Cu. Yd.	" 16.85	12.64	
Galv. Pipe & Fittings	116	Lin. Ft.	" 0.582	67.53	
Lumber	808	Feet	" 105.00 MFBM	84.84	
Nails	30	Pounds	" 0.27	8.10	
8" Corr. Metal Pipe	81	Lin. Ft.	" 1.35	109.35	
Bands	3		" 1.45	4.35	
					$ 9,790.86

Equipment Rentals and Misc. Expense:

Equipment Rental (Own)	$ 35,632.09	
Equipment Rental (Hired)	3,193.64	
Gas, Oil, and Grease	6,490.06	
Bond	1,280.60	
Small Tools	316.95	
Explosives	2,188.95	
Liability Insurance	475.93	
Home Office and General Overhead	4,496.02	
		$ 54,083.24

Paid Others for Work Done:

Tom Lillebo	$ 16,156.34	
John Saxton	54,581.37	
Rogue River Paving Company	34,113.18	
L. C. Robinson	1,047.12	
		$105,898.01
		$211,942.06

Contract No. 4485

Remarks:

This was a "Federal Aid Primary Highway Project" located on the Redwood Highway in Josephine County. The west end of the project was approximately 1.09 miles northeasterly of Wilderville. The east end was approximately 6.0 miles westerly of the junction of the Redwood and Pacific Highways in Grants Pass. The overall length of the project was 1.34 miles. The net length of the grading and paving was 1.24 miles.

Work to be done under this contract consisted of the construction of 1.24 miles of highway roadbed, stone base, asphaltic concrete pavement, two reinforced concrete box culverts, 0.15 miles of type O-9 oil mat on frontage road and such additional and incidental work as called for in the plans and specifications.

The project was bid by C. R. O'Neil, contractor, on May 25, 1955 and was awarded to him on July 7, 1955. He began work on July 11, 1955 and completed the project on October 30, 1956. The project was finaled on February 11, 1957.

On July 11, 1955 the contractor moved in and began clearing the project. For this work he used two D-8 caterpillar tractors with a clearing rake on one and a bulldozer blade on the other, a power saw and a crew varying from three to six men. The clearing, being mostly small timber and brush, progressed rapidly and was completed during the week ending October 22, 1955 except for some burning that was done later.

On October 17, 1955 he moved in his grading equipment consisting of two D-8 caterpillar tractors with bulldozer blades and began excavating at the west end of the project. Work in this area continued until November 18, 1955, at which time high water caused the work to stop, except the drilling of the rock in the cut. On February 11, 1956 he began grading again using the same equipment augmented by three DW-21's with scrapers and two DW-20's with scrapers. The grading was again stopped by excessive rain and high water, which began during the week ending March 10, 1956. He did not do any work on the project except for maintaining the road until the week ending May 5, 1956, at which time he again put his equipment to work. The grading was completed about August 4, 1956.

Before the grading was completed, the placing of the coarse material in the base was started by John Saxton, who had been hired to crush and place the crushed aggregate on the project. As soon as the bottom course crusher-run base material was ready, the 3/4"-0 aggregate in base was placed. The base, being completed on August 6, 1956, permitted the binder to be placed on August 7, 1956.

While the base aggregate was being placed, the contractor placed the loose riprap. Instead of using the "State designated source" within a four-mile haul, the contractor elected to haul the material from the "Helgate Canyon Project", which was being constructed at the time by Allum Brothers, involving a 20-mile haul. Although the material was loaded for him, his having to drill and shoot the material and the extra length of haul resulted in a loss on this item.

On August 9, 1956 the Rogue River Paving Company, who had been hired to do this work, began paving. This work, considering the size of the mixing plant (38 tons per hour) progressed well and completed this work during the week ending September 30, 1956.

Contract No. 4485

Remarks: (Continued)

All work on the project was completed by October 6, 1956, except for the placing of the pipes for the drains at the easterly end of the Applegate River bridge. These arrived on October 29, 1956 and the project was completed on October 30, 1956.

Although the contractor had good equipment and supervision, the encountering of more rock than had been anticipated and weather that hindered his operation greatly resulted in the project showing a small loss.

M. N. Juve
Chief Cost Analyst

By

F. W. Sugnet

RECEIVED
MAR 12 1957
FOR FILING

F-127(4)

OREGON STATE HIGHWAY DEPARTMENT

(date)
March 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4485	17-Final	C. R. O'Neil	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4966	H-175305	$ 6,265.44	3/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: to Oct. 30, 1956

Completion Date: Oct. 30, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-8-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 8 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
FEB 20 1957
FOR FILING

F-127(4)

4485

February 20, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4485 for work performed on the Applegate River Section of the Redwood Highway in Josephine County was completed by the contractor, C. R. O'Neil, on October 30, 1956 and was formally accepted by the Highway Commission on January 22, 1957.

Final payment in the amount of $6,265.44 will be released to the contractor on or after March 2, 1957. The total contract amount is $207,380.51, of which amount $841.65 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JAN 29 1957
FOR FILING
F-127(4)
4485

January 28, 1957

Mrs. K. M. C. Neill
Ardencraig
Grants Pass, Oregon

Dear Mrs. Neill:

About three weeks ago your daughter and son-in-law were in the highway office in Salem complaining about certain features in connection with your irrigation system, which had been revised due to the reconstruction of the Redwood Highway easterly from the Applegate River bridge.

As a result of their visit, I issued instructions that a field investigation be made and a report submitted to me. This has been done, and I find that some corrective measures are necessary, such as adjustment of the outlet end of the siphon, adjustment of grade of the flume, placing some concrete ditch lining, and other minor items. I have issued instructions that this work be done, which, I believe, will remove your objections.

Thank you for calling this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

FC:me hi

RECEIVED
JAN 21 1957
FOR FILING

F-2-7(4)

4485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1957

SUBJECT: Applegate River Section
Redwood Highway
Contract No. 4485

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Reference is made to your letter of January 8 regarding the complaint of Mrs. K. M. C. Neill concerning the irrigation installation.

We had Assistant Division Engineer Klaboe contact Mrs. Neill and a copy of his excellent report is submitted herewith. In order to make the corrective action indicated in Klaboe's report, I am attaching a State Force Order which will authorize us to carry out this work which consists primarily of installing the irrigation facility to correspond more closely to the hydraulic gradient. The facility, as presently installed, has sags in it and permits the escape of some of the valuable irrigation water.

Item No. 7 in Klaboe's report comments on the intersection of the Helms Road with the Redwood Highway. The Division is currently making up a plan for revision of this intersection which we will review and take the indicated steps at that time.

In view of the above, it is recommended that this state force order be approved as submitted.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

NOTED
FORREST COOPER

FORM E-30X—50M—11-55—90238

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 18, 1957

SUBJECT: Neill Property
Sta. 510-520
U S 199

To: Tom Edwards
Construction Engineer

Reference is made to your request for a report on various complaints of the Neill family who live between the old and new highway Easterly of the new Applegate River Bridge on the Redwood Highway. I list below the various complaints.

1. Highway marker sign for Helms road is spelled HELM Road.
2. A tree is across the right-of-way fence in the neighborhood. This tree fell from the Neill property, but they were promised it would be removed.
3. The new irrigation flume does not deliver as much water as they had previously.
4. The 18" siphon pipe under the highway is plugged with mud and debris.
5. The flume from the intake side of the siphon box upstream for about 70 feet is built of salvaged pipe set in an earth fill and has a tendency to overflow and washout, and will rust out much faster than it would if it was built on a wood trestle as it originally was built.
6. The lower siphon box is too low and the new trestle below the lower siphon box is too low causing water to overflow the flume in the vicinity, and consequently supplying less water than they were used to getting.
7. The new right angle connection between the old and new highway in the vicinity is hazardous.
8. The section of road between the connection, between the old and new highway has been designated by the county as NEILL Road, but the Highway Department has not installed signs.

Please refer to various sketches and profiles included with this report. I will discuss each complaint seperately.

No. 1 Bromley will add the required "S" to the sign.

No. 2 Bromley will remove tree and straighten fence. They are to be notified that the fence is their problem thereafter.

No. 3 This complaint will be discussed along with No. 6.

No. 4 Bromley will clean out this siphon box in the near future.

No. 5 Allegation is valid. We recommend replacing the metal flume on the fill with a concrete lined ditch. See estimate of cost attached.

No. 6 Allegation is probably valid although this phase had been discussed by Mr. Chandler last summer and they agreed to wait until this summer approved they weren't getting enough water. Now they apparently believe that they will not get enough water. Refer to the profile herewith submitted. We propose taking the long sag out of the hydralic gradient by raising the outlet flowline of lower siphon box as shown on the profile and by raising the flume and trestle, as shown on the same profile. See estimate of cost attached.

No. 7 This complaint will be the subject of a seperate letter with recommendation that the traffic department be consulted.

No. 8 Bromley will have sign crew install the Neill Road marker.

F. B. Klaboe
Ass't Division Engineer

sc
Enc.

CONSTRUCTION DIVISION
RECEIVED
JAN 2 1 1957
NOTED.. CE ACE ACE ACE

ARDENCRAIG
GRANTS PASS, OREGON

January 15, 1957

Mr. Forrest Cooper
State Highway Building
Salem, Oregon

Dear Mr. Cooper;

My daughter and son-in-law, Mr. and Mrs. Robert Helms, brought the problem of my irrigation to your attention last week when they were in Salem. When I sold land to the highway, Mr. Larry Holt told me that the irrigation water that comes from the irrigation district need not be included in my contract because, he said, what the State disturbed in the way of flumes and ditches the State would replace.

I enclose four drawings: showing the location of my old flume and the new syphon arrangement, the kind of approach the State put to the syphon, and the amount of mud that has collected so far in the pipe under the highway.

Last spring the syphon was put in so late I missed my first three irrigations (they come at ten days to two weeks intervals and normally last thirty-six hours). All last summer I was unable to receive a full flume of water at my place because when the ditchwalker turned in my normal amount of water it overflowed at the approach to the syphon and spilled over the new flume as it left the syphon on the opposite side of the road.

Today Mr. Glenn Roberts brought Mr. Fred Klaboe to see me. I gave Mr. Klaboe copies of the enclosed drawings, explained the difficulties and suggested changes. I understand that Mr. Klaboe was going to look at the ditch and syphon after talking to me.

I hope the State will replace my irrigation system in a manner that will be as satisfactory and trouble-free as the old arrangement was for the past thirty years. I hope this will be done before the beginning of the irrigation season next April.

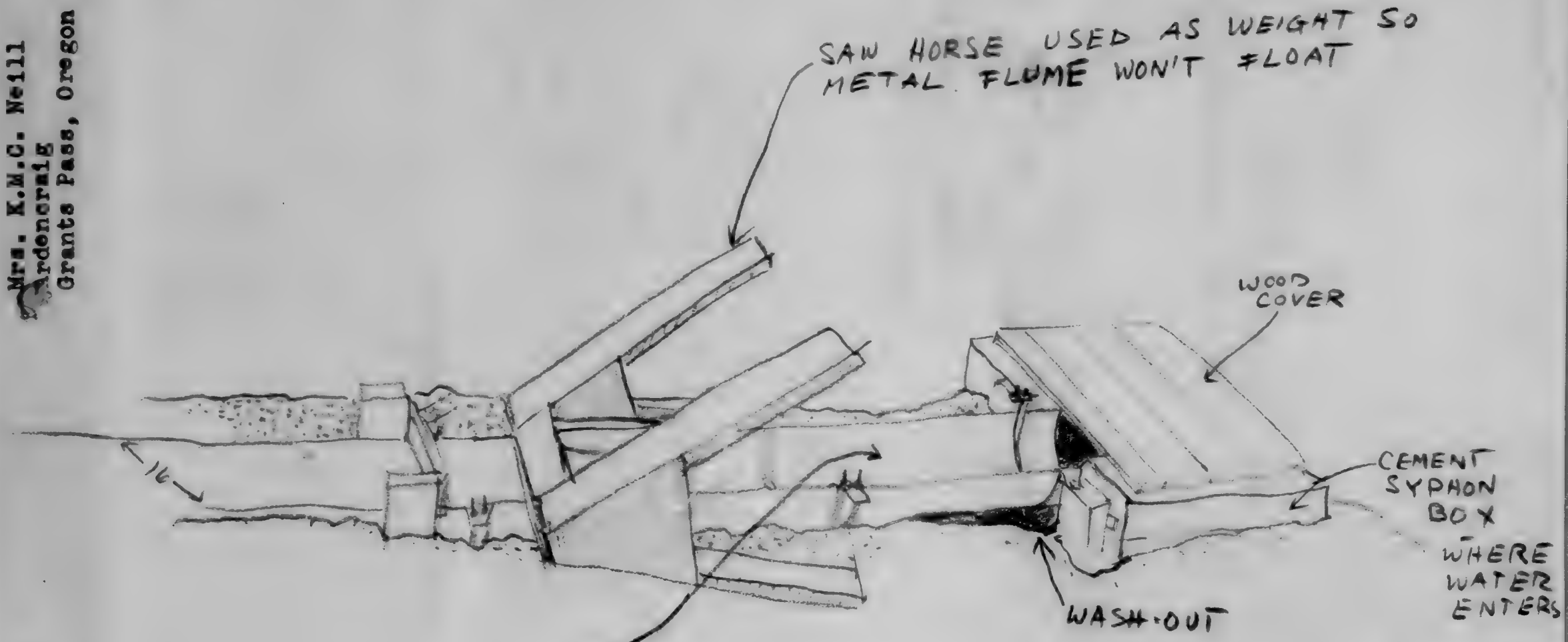
Yours very truly,

Ada Louise Neill

Mrs A. M. C.

RECEIVED
JAN 17 1957
OREGON
STATE HIGHWAY COMMISSION

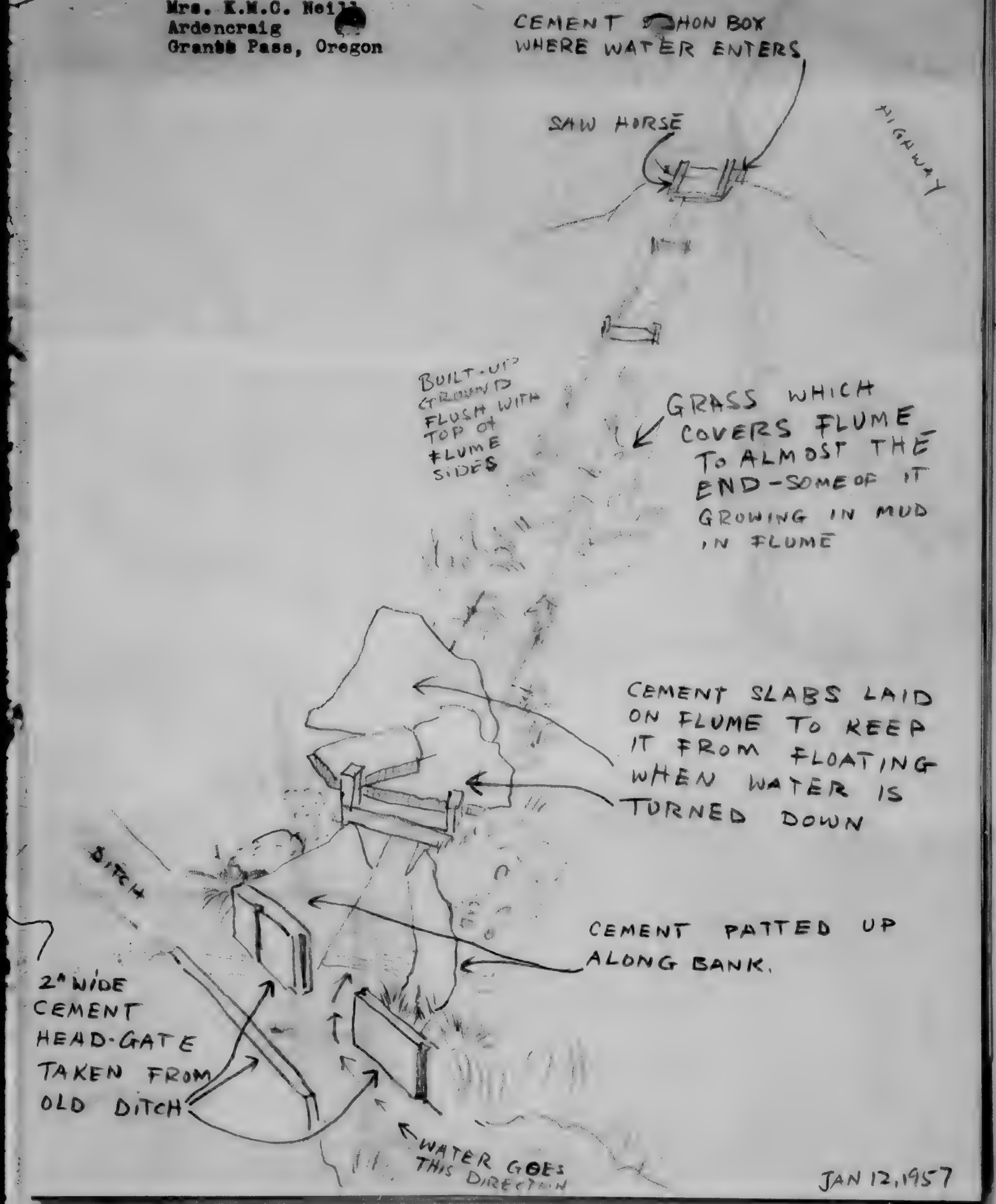
Mrs. K.M.C. Neill
Ardoncraig
Grants Pass, Oregon



OUR OLD 16" WIDE METAL FLUME TAKEN FROM PART THE NEW HIGHWAY CUT THROUGH. THIS METAL FLUME HAD BEEN ON A TRESTLE — NOW IT'S LAID ON GROUND AND WILL ROT. ABOUT 80' OR 90' FEET OF THIS FLUME.

JAN 12, 1957

Mrs. K.M.C. Neill
Ardencraig
Grants Pass, Oregon


CEMENT SLUICE BOX WHERE WATER ENTERS
SAW HORSE
HIGHWAY
BUILT-UP GROUND FLUSH WITH TOP OF FLUME SIDES
GRASS WHICH COVERS FLUME TO ALMOST THE END - SOME OF IT GROWING IN MUD IN FLUME
CEMENT SLABS LAID ON FLUME TO KEEP IT FROM FLOATING WHEN WATER IS TURNED DOWN
DITCH
CEMENT PATTED UP ALONG BANK.
2" WIDE CEMENT HEAD-GATE TAKEN FROM OLD DITCH
WATER GOES THIS DIRECTION

JAN 12, 1957

↑ To MRS. K.M.C. NEILL

ABOUT HERE VIRGIL PRICHARD HIS TAKES WATER

SYPON WERE WATER COMES OUT

FLUME ON TRESTLE

THIS PART OVER FLOWS - TOO LOW THIS END

OLD FLUME ON TRESTES - PUT UP IN 1920'S
IT WENT TROUGH A FIELD -
USED EVERY YEAR
HAVE NO TROUBLE
KEPT IN GOOD REPAIR

← TO APPLEGATE RIVER

HIGHWAY

PIPE UNDER HIGHWAY

ABOUT 70' DIRT DITCH

ABOUT 80'090' FLUME

← HEADGATE

LAID ON BUILT-UP GROUND

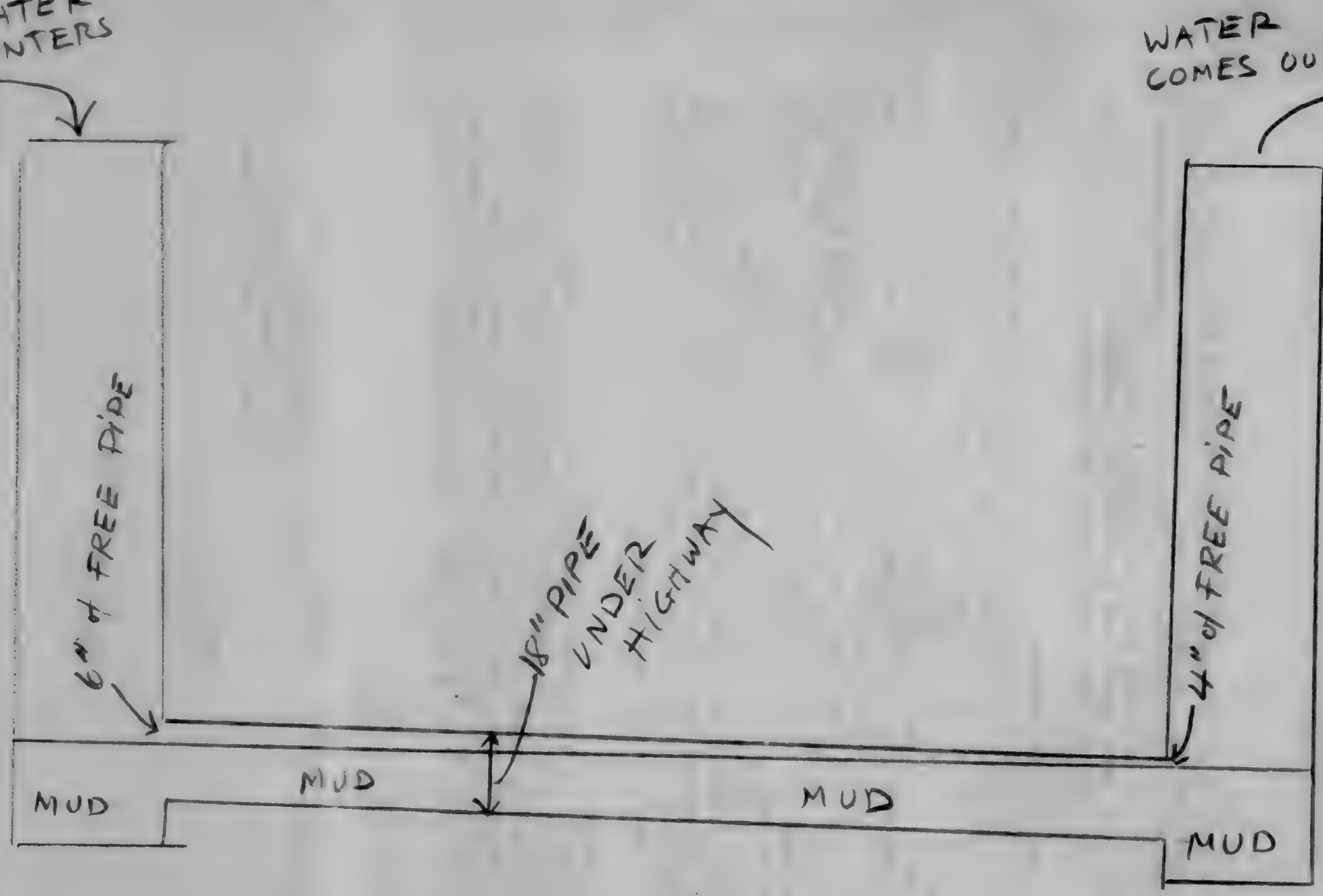
SYPHON WHERE WATER GOES IN

HELMS ROAD PUT IN NEW PEACE

Mrs. K.M.C. Neill
Ardenoraig
Grants Pass, Ore.

JAN 12, 1957

Mrs. K.M.C. Neill
Ardencraig
Grants Pass, Oregon



AMOUNT of MUD MEASURED BY
MY SON-IN-LAW AND VIRGIL PRICHARD,
THE OTHER WATER USER FROM MY DITCH,
ON JAN 12, 1957.

Salem, Oregon
January 8, 1957

Complaint of Robert Helmes,
et ux - Redwood Highway,
Josephine County

Mr. Tom Edwards
Construction Engineer

Comes now one Robert Helmes, et ux, son-in-law and daughter, respectively, of Mrs. K. M. C. Neill. As you doubtless know, they own property easterly from the Applegate River on the Redwood Highway in Josephine County. They stated that they had complained several times to Mr. Roberts and to Pop Chandler about the installation of the siphon and appurtenances which supply water through their property. No relief was forthcoming.

Specifically, they state that on the inlet end an open ditch was constructed on a dike section. They say it has not functioned properly and has washed out a time or two, and that someone, presumably the State, had attempted to correct the situation simply by laying some old metal flume sections in the ditch, these sections having been salvaged from the owners' flume. They request that a culvert be laid or that other suitable means be taken to correct this situation. They also state that at the outlet end of the siphon the water runs over both the end of the siphon box and the flume that the State constructed leading to their flume that was in place before the road was constructed. Furthermore, they are fearful that soil, gravel, and debris will collect in the bottom of the siphon and it will be difficult to clean it out. This they were not sure of; however, I told them we would look into it. They requested that a shutoff be installed on the outlet end in the bottom of the siphon box with a suitable pipe leading away so that the siphon can be flushed. I do not know whether or not this can be justified but merely pass it on to you as a part of the package.

The tone of their conversation was reasonable, but it was obvious that they were using some restraint in presenting their complaints, as they felt that they had not been fairly treated. I have promised them an immediate investigation and told them that if corrective measures are in order they will be taken. Will you please take immediate and appropriate action. I am attaching a sketch drawn by Mrs. Helmes for what it may be worth.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

Encl.

ECEIVED
JAN 9 - 1957
OR FILING

January 8, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. E. O'Neil in connection with contract No. 4485, covering the Applegate River Section of the Redwood Highway in Josephine County. This payment in the amount of $6,226.86 will be released to the contractor on or after January 18, 1957. The retained percentage is $6,220.05.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

FORM S-126 50M REVISED 2-56

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

FILED
4485

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 27, 1956

Mr. C. R. O'Neil
856 N. W. 8th St.
Pendleton, Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from July 31 to October 30, 1956 within which to complete your contract No. 4485, for grading and paving on the Applegate River Section of the Redwood Highway in Josephine County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Morgan,
Division Engineer

G. E. Roberts,
Resident Engineer

Tom Edwards,
Construction Engineer

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DEC 3 1956
FOR FILING

F-127 (4)

4485

November 30, 1956

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to C. R. O'Neil a portion of the funds heretofore retained by the Commission on contract No. 4485, covering the Applegate River Section of the Redwood Highway in Josephine County.

This payment in the amount of $14,075.34 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,965.61. The present payment will be released on or after December 10, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

NOTED ON CARD

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NOV 20 1956
FOR FILING

E 1a7 (4)
4485

November 19, 1956

Oregon State Highway Commission

Request for extension of time
No. 5
December 17 and 18 meeting

Gentlemen:

Herewith is a request from C. H. O'Neil for an extension of time on the Applegate River Section, Contract No. 4485, from July 31, 1956 to October 30, 1956.

There was a delay of 42 days in awarding this contract after the bids were received. Also, the extremely heavy rains in December of 1955 and January of 1956 materially held up progress on this project. The contractor worked at every available moment and did his utmost to complete as soon as possible. I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

Form E-1—1956—1-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

F-1(7)(4)

For Week Ending November 17, 1956

Section Applegate River
Highway Redwood
Contractor C. R. O'Neil
Date of contract July 7, 1956
Date work started July 11, 1955
Project authorization . . . . . $ 220,193.44
Exclusive of Engineering . . . . . $ 204,535.24

Kind of work Grading & Paving
Section prefix 17-1019
Contract number 4485
Date of completion July 31, 1956
~~Extended~~ date of completion October 30, 1956
Per cent of time elapsed 127.88 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 210,172.69
Estimated per cent overrun ~~OCCCCCCCCC~~ . . . . . 3.5 %
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization . . . . . $ 15,658.20
Engineering cost to date $ 19,150.00, 122.3 %

Date project was completed October 30, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Office crew working on final estimate. Completed mass diagram and summarizing quantities.

NOTED
FORREST COOPER

Noted
M. N. Juve

NOTED
TOM EDWARDS

NOTED
L. H. Young

RECEIVED
NOV 19 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
D. J. [illegible]

Signed Steven E. Robert

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your [illegible]

NOTED
V. D. WOLFE

State Printing 92073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.24	1.24			1.24
Miles partially completed	None	None			None
Miles completed	1.24	1.24			1.24
Total estimated quantities (contract)	133,400	24,700			5300
Total quantities corrected to date	130,500	23,759			5003
Estimated quantities moved or placed to date	130,500	23,759			5003
Average daily quantities Past Week	None	None,			None
Average daily quantities necessary to complete project on time	----	----			----
Number shifts per day	----	----			----
Hours per shift	----	----			----
Average force on project for week	----	----			----

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

RECEIVED
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F-127 (4)

4485

November 2, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Applegate River, Contract No. 4485, Oregon F-127 (4), from September 1, 1956 to October 30, 1956, to C. R. O'Neil, contractor.

There was a delay of 42 days in the awarding of this contract after the bids were received. Also, the extreme heavy rains in December and January of 1955 and 1956 materially held up progress on this project. I would recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
NOV 2 1956
FOR FILING
F-127(4)
4415

November 1, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 30, 1956, on Contract No. 4485, Applegate River Section in Josephine County, in connection with Federal Aid Project No. F-127(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:lmr

CC: County & City Relations

Form PR 2 (Revised 1950)

CPR8-1789

State Oregon

Project No. F-127(4)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of September, 1955,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of March, 1955, a program, which was approved on the 24th day of March, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 29th day of March, 1955, and the sum of two hundred fifteen thousand and 00/100

dollars ($ 215,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources _____

_____

_____
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 467+00 in the SW 1/4 of Section 31, T. 36 S., R. 6 W., and survey station 517+00 in the NE 1/4 of Section 31, T. 36 S., R. 6 W., W.M., without exception

_____, length 0.947 miles, in Josephine County, being Oregon project No. F-127(4), consisting of 0.843 miles of roadway and one bridges, each of more than 20 feet clear span, 0.104 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11379-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred fifteen thousand and 00/100 dollars ($215,000.00), which does not exceed the authorized Federal pro rata share of three hundred sixty-two thousand, one hundred forty-five and 30/100 dollars ($362,145.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

Attest

_____
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-8 A4.62

Oregon State Highway Department

Federal Aid
Project No. F-127(4)

APPLEGATE RIVER SECTION OF THE REDWOOD

HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Aug. 10, 1955

Type Code X021
Applegate River Bridge (Sta. 480+70 to Sta. 486+17)(Contract No. 4426)

All Required	Shoring, Cribbing Etc.	$	$ 9,500.00
830 Cu. Yds.	Structural Excavation	4.00	3,320.00
80 Cu. Yds.	Excavation Below Elevation Shown	6.00	480.00
1,550 Cu. Yds.	Class "A" Concrete	56.00	86,800.00
395,000 Lbs.	Metal Reinforcement	0.12	47,400.00
1,110 Lin. Ft.	Metal Rail	11.00	12,210.00
60 Lin. Ft.	8-Inch Metal Drain Pipe	4.00	240.00
	Subtotal		$159,950.00
	10% Engr. & Cont.		15,995.00
	Total		$175,945.00

Length of Structure 0.104 Miles

Type Code 6201
2 Lane Roadway (Sta. 467+00 to Sta. 504+00)(Contract No. 4485)

All Required	Clearing and Grubbing (45%)	$	$ 4,500.00
590 Cu. Yds.	Drainage Excavation, Unclassified	3.00	1,770.00
1,600 Cu. Yds.	Special Gravel Borrow Excavation, Unclassified	1.10	1,760.00
96,400 Cu. Yds.	General Excavation, Unclassified	0.31	29,884.00
297,200 Yd. Sta.	Short Overhaul	0.015	4,458.00
18,900 C-y.Sta.	Long Overhaul	0.40	7,560.00
0.60 Mile	Finishing Roadbed and Slopes	600.00	360.00
1,150 Lin. Ft.	Rounding Cutbanks	0.15	172.50
180 Lin. Ft.	18-Inch Corrugated Metal Pipe	4.25	765.00
180 Lin. Ft.	24-Inch Corrugated Metal Pipe	6.75	1,215.00
480 Lin. Ft.	6-Inch Perforated Metal Drain Pipe	1.40	672.00
360 Lin. Ft.	18-Inch Concrete Pipe	4.25	1,530.00
80 Cu. Yds.	Special Backfill in Drains	6.00	480.00
200 Cu. Yds.	Class "A" Concrete	63.00	12,600.00
32,000 Lbs.	Metal Reinforcement	0.13	4,160.00
4 Only	Concrete Catch Basins	75.00	300.00
32 Only	Metal Sight Posts	3.00	96.00
2,900 Cu. Yds.	Loose Riprap	3.15	9,135.00
12,200 Cu. Yds.	Crusher-Run Material in Base	1.75	21,350.00
1,780 Cu. Yds.	3/4" - 0 Material in Base & Shoulders	2.00	3,560.00
350 M-Gal.	Sprinkling	2.00	700.00
0.60 Mile	Preparation of Base	500.00	300.00
130 Cu. Yds.	3/4" - 0 Material in Binder Course	5.00	650.00
20 Tons	RC-3 Asphalt	60.00	1,200.00
3,200 Tons	Class "B" Asphaltic Concrete	6.85	21,920.00
14 Cu. Yds.	Aggregate in Shoulder Pavement Seal	5.00	70.00
45 Cu. Yds.	Furnishing and Placing Aggregates	5.00	225.00

4 Tons	150-200 Asphalt	$ 60.00	$ 240.00
6 Tons	RS-1 Asphalt	75.00	450.00
	Subtotal		$132,082.50
	10% Engr. & Cont.		13,208.25
	Total		$145,290.75

Length of Roadway 0.597 Mile
Cost of Roadway Per Mile $243,368.09

Type Code 6201
3 Lane Roadway (Sta. 504+00 to Sta. 517+00)(Contract No. 4485)

All Required	Clearing and Grubbing (20%)	$	$ 2,000.00
170 Cu. Yds.	Drainage Excavation, Unclassified	3.00	510.00
30,400 Cu. Yds.	General Excavation, Unclassified	0.31	9,424.00
0.24 Mile	Finishing Roadbed and Slopes	600.00	144.00
1,150 Lin. Ft.	Rounding Cutbanks	0.15	172.50
220 Lin. Ft.	18-Inch Corrugated Metal Siphon Pipe	5.95	1,309.00
160 Lin. Ft.	6-Inch Perforated Metal Drain Pipe	1.40	224.00
100 Lin. Ft.	18-Inch Concrete Pipe	4.25	425.00
6 Cu. Yds.	Concrete End Basins	63.00	378.00
10 Cu. Yds.	Special Backfill in Drains	6.00	60.00
18 Only	Metal Sight Posts	3.00	54.00
5,500 Cu. Yds.	Crusher-Run Material in Base	1.75	9,625.00
1,130 Cu. Yds.	3/4" - 0 Material in Base and Shoulders	2.00	2,260.00
200 M-Gal.	Sprinkling	2.00	400.00
0.24 Mile	Preparation of Base	500.00	120.00
50 Cu. Yds.	3/4" - 0 Material in Binder Course	5.00	250.00
10 Tons	RC-3 Asphalt	60.00	600.00
1,300 Tons	Class "B" Asphaltic Concrete	6.85	8,905.00
6 Cu. Yds.	Aggregates in Shoulder Pavement Seal	5.00	30.00
4 Tons	RS-1 Asphalt	75.00	300.00
	Subtotal		$ 37,190.50
	10% Engr. & Cont.		3,719.05
	Total		$ 40,909.55

Length of Roadway 0.246 Mile
Cost of Roadway Per Mile $166,298.98

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$175,945.00	$104,456.00	$ 71,489.00
2 Lane Roadway	145,290.75	86,257.00	59,033.75
3 Lane Roadway	40,909.55	24,287.00	16,622.55
	$362,145.30	$215,000.00	$147,145.30

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds For Maint.: Chap. 529, Laws 1939.

4 Tons	150-200 Asphalt	$ 60.00	$ 240.00
6 Tons	RS-1 Asphalt	75.00	450.00
	Subtotal		$132,082.50
	10% Engr. & Cont.		13,208.25
	Total		$145,290.75

Length of Roadway 0.597 Mile
Cost of Roadway Per Mile $243,368.09

Type Code 6201
3 Lane Roadway (Sta. 504+00 to Sta. 517+00)(Contract No. 4485)

All Required	Clearing and Grubbing (20%)	$	$ 2,000.00
170 Cu. Yds.	Drainage Excavation, Unclassified	3.00	510.00
30,400 Cu. Yds.	General Excavation, Unclassified	0.31	9,424.00
0.24 Mile	Finishing Roadbed and Slopes	600.00	144.00
1,150 Lin. Ft.	Rounding Cutbanks	0.15	172.50
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160 Lin. Ft.	6-Inch Perforated Metal Drain Pipe	1.40	224.00
100 Lin. Ft.	18-Inch Concrete Pipe	4.25	425.00
6 Cu. Yds.	Concrete End Basins	63.00	378.00
10 Cu. Yds.	Special Backfill in Drains	6.00	60.00
18 Only	Metal Sight Posts	3.00	54.00
5,500 Cu. Yds.	Crusher-Run Material in Base	1.75	9,625.00
1,130 Cu. Yds.	3/4" - 0 Material in Base and Shoulders	2.00	2,260.00
200 M-Gal.	Sprinkling	2.00	400.00
0.24 Mile	Preparation of Base	500.00	120.00
50 Cu. Yds.	3/4" - 0 Material in Binder Course	5.00	250.00
10 Tons	RC-3 Asphalt	60.00	600.00
1,300 Tons	Class "B" Asphaltic Concrete	6.85	8,905.00
6 Cu. Yds.	Aggregates in Shoulder Pavement Seal	5.00	30.00
4 Tons	RS-1 Asphalt	75.00	300.00
	Subtotal		$ 37,190.50
	10% Engr. & Cont.		3,719.05
	Total		$ 40,909.55

Length of Roadway 0.246 Mile
Cost of Roadway Per Mile $166,298.98

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$175,945.00	$104,456.00	$ 71,489.00
2 Lane Roadway	145,290.75	86,257.00	59,033.75
3 Lane Roadway	40,909.55	24,287.00	16,622.55
	$362,145.30	$215,000.00	$147,145.30

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds For Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-127 (4)

APPLEGATE RIVER SECTION OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 28, 1955

Type Code X021
Applegate River Bridge (Sta. 480+70 to Sta. 486+17)

All Required	Shoring, Cribbing, Etc.		$ 4,000.00
830 cu.yds.	Structural Excavation	$ 7.00	5,810.00
80 cu.yds.	Excavation Below Elevation Shown	10.00	800.00
1,550 cu.yds.	Class "A" Concrete	62.00	96,100.00
395,000 lbs.	Metal Reinforcement	0.12	47,400.00
1,110 lin.ft.	Metal Rail	12.00	13,320.00
60 lin.ft.	8-inch Metal Drain Pipe	4.00	240.00
	Subtotal		$167,670.00
	10% Engr. & Cont.		16,767.00
	Total		$184,437.00

Length of Structure 0.104 Miles

Federal Funds.....	$114,000.00
State Funds.....	70,437.00
	$184,437.00

Oregon State Highway Department

Federal Aid
Project No. F-127 (4)

APPLEGATE RIVER SECTION OF THE REDWOOD

HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 4, 1955

Type Code X021
Applegate River Bridge (Sta. 480+70 to Sta. 486+17)(Contract No. 4426)

All Required	Shoring, Cribbing Etc.		$ 9,500.00
830 cu. yds.	Structural Excavation	4.00	3,320.00
80 cu. yds.	Excavation Below Elevation Shown	6.00	480.00
1,550 cu. yds.	Class "A" Concrete	56.00	86,800.00
395,000 lbs.	Metal Reinforcement	0.12	47,400.00
1,110 lin. ft.	Metal Rail	11.00	12,210.00
60 lin. ft.	8-Inch Metal Drain Pipe	4.00	240.00
	Subtotal		$159,950.00
	10% Engr. & Cont.		15,995.00
	Total		$175,945.00

Length of Structure 0.104 Miles

Type Code 6201
2 Lane Roadway (Sta. 467+00 to Sta. 504+00)

All Required	Clearing and Grubbing (45%)		$ 4,500.00
590 cu. yds.	Drainage Excavation, Unclassified	2.50	1,475.00
1,600 cu. yds.	Special Gravel Borrow Excavation, Unclass.	0.50	800.00
96,400 cu. yds.	General Excavation, Unclassified	0.30	28,920.00
297,200 yd. sta.	Short Overhaul	0.01	2,972.00
18,900 C-yd.sta.	Long Overhaul	0.35	6,615.00
0.60 mile	Finishing Roadbed and Slopes	750.00	450.00
1,150 lin. ft.	Rounding Cutbanks	0.18	207.00
180 lin. ft.	18-inch Corrugated Metal Pipe	4.00	720.00
180 lin. ft.	24-inch Corrugated Metal Pipe	6.00	1,080.00
480 lin. ft.	6-inch Perforated Metal Drain Pipe	1.60	768.00
360 lin. ft.	18-inch Concrete Pipe	3.50	1,260.00
80 cu. yds.	Special Backfill in Drains	5.00	400.00
200 cu. yds.	Class "A" Concrete	45.00	9,000.00
32,000 lbs.	Metal Reinforcement	0.14	4,480.00
4 only	Concrete Catch Basins	75.00	300.00
32 only	Metal Sight Posts	2.50	80.00
2,900 cu. yds.	Loose Riprap	3.50	10,150.00
12,200 cu. yds.	Crusher-run Material in Base	1.60	19,520.00
1,780 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25	4,005.00

350 M-gal.	Sprinkling	$ 2.50	$ 875.00
0.60 mile	Preparation of Base	250.00	150.00
130 cu. yds.	3/4" - 0 Material in Binder Course	3.50	455.00
20 tons	RC-3 Asphalt	45.00	900.00
3,200 tons	Class "B" Asphaltic Concrete	6.50	20,800.00
14 cu. yds.	Aggregate in Shoulder Pavement Seal	4.00	56.00
45 cu. yds.	Furnishing and Placing Aggregates	4.00	180.00
4 tons	150-200 Asphalt	45.00	180.00
6 tons	RS-1 Asphalt	50.00	300.00
	Subtotal		$121,598.00
	10% Engr. & Cont.		12,159.80
	Total		$133,757.80

Length of Roadway 0.597 mile
Cost of Roadway Per Mile $224,049.91

Type Code 6201
3 Lane Roadway (Sta. 504+00 to Sta. 517+00)

All Required	Clearing and Grubbing (20%)	$	$ 2,000.00
170 cu. yds.	Drainage Excavation, Unclassified	2.50	425.00
30,400 cu. yds.	General Excavation, Unclassified	0.30	9,120.00
0.24 mile	Finishing Roadbed and Slopes	750.00	180.00
1,150 lin. ft.	Rounding Cutbanks	0.18	207.00
220 lin. ft.	18-inch Corrugated Metal Siphon Pipe	5.50	1,210.00
160 lin. ft.	6-inch Perforated Metal Drain Pipe	1.60	256.00
100 lin. ft.	18-inch Concrete Pipe	3.50	350.00
6 cu. yds.	Concrete End Basins	45.00	270.00
10 cu. yds.	Special Backfill in Drains	5.00	50.00
18 only	Metal Sight Posts	2.50	45.00
5,500 cu. yds.	Crusher-run Material in Base	1.60	8,800.00
1,130 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25	2,542.50
200 M-gal.	Sprinkling	2.50	500.00
0.24 mile	Preparation of Base	250.00	60.00
50 cu. yds.	3/4" - 0 Material in Binder Course	3.50	175.00
10 tons	RC-3 Asphalt	45.00	450.00
1,300 tons	Class "B" Asphaltic Concrete	6.50	8,450.00
6 cu. yds.	Aggregates in Shoulder Pavement Seal	4.00	24.00
4 tons	RS-1 Asphalt	50.00	200.00
	Subtotal		$ 35,314.50
	10% Engr. & Cont.		3,531.45
	Total		$ 38,845.95

Length of Roadway 0.246 Mile
Cost of Roadway Per Mile $157,910.36

DEC

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$175,945.00	$108,531.00	$ 67,414.00
2 Lane Roadway	133,757.80	82,508.00	51,249.80
3 Lane Roadway	38,845.95	23,961.00	14,884.95
	$348,548.75	$215,000.00	$133,548.75

RECEIVED
AUG 10 1955
FOR FILING

August 8, 1955

The Pacific Telephone & Telegraph Company
Grants Pass, Oregon

Gentlemen:

The Oregon State Highway Commission has recently contracted the construction of the Applegate River Section of the Redwood Highway in Josephine County.

Investigation discloses that the Pacific Telephone & Telegraph Company has 11 poles now located on public right of way which must be relocated in order to permit the necessary construction. We will appreciate your expediting the moving of these poles so that the construction schedule will not be delayed.

Mr. Glenn E. Roberts, Resident Engineer at Grants Pass, has complete information with regard to the facilities which will require moving or revision.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

EAP:dt WCW:me

cc Mr. H. G. Smith
Mr. Tom Edwards
Mr. Glenn E. Roberts

RECEIVED
JUL 26 1955
FOR FILING

F (27-W)
4485

July 26, 1955

Mr. C. R. O'Neil
856 N. W. 8th St.
Pendleton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4485. which was awarded to you on July 7 by the State Highway Commission, for grading and paving on the Applegate River Section of the Redwood Highway in Josephing County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 7 - 1955
FOR FILING

F-127(4)

H-155

July 7, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Applegate River Section of the Redwood Highway in Josephine County, Project F-127 (4), to C. R. O'Neil of Pendleton, Oregon, on the basis of the bid of $188,927.50 submitted on May 25, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
JUL 11 1955
FOR FILING
OREGON DISTRICT
1-12-(4)
4485

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

July 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that allrights of entry have been acquired for Oregon Project F-127(4), Applegate River Section of the Redwood Highway, we hereby concur as of this date in award of contract No. 4485 for the grading and paving to C. R. O'Neil of Pendleton, Oregon, low bidder in the amount of $188,927.50 at the May 25, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
JUL 8 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 7 - 1955
FOR FILING

F-127 (4)
1155

July 7, 1955

NOTED
J. Mc C.

Mr. C. B. O'Neil
856 N. W. 8th Street
Pendleton, Oregon

Dear Sir:

The State Highway Commission on May 25, 1955, accepted your proposal for grading and paving the Applegate River section of the Redwood Highway in Josephine County for the sum of $181,927.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been designated Contract No. 4485.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary

lg

cc: R. G. Savage (BPAC)
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.,
2418 Third Ave., Seattle 1, Wash.
Att. Orville McCormack

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 7, 1955
10:50 A. M.

G. R. O'Neil
856 N. W. 8th Street
Pendleton, Oregon

Contract for Applegate River Section of Redwood Highway, Josephine County, for which you submitted low bid on May 25, 1955, awarded you today. Contract forms follow shortly.

R. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
C. W. Head

7

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 29, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project F-127(4), Applegate River Section of the Redwood Highway, have today been approved. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. O. POLK
District Engineer

RECEIVED
APR 7

S-107(2) Metolius-Juniper Butte Sec. 1955
S-108(2) of the Metolius-Culver and
4486 Culver Juniper Butte Co. Roads

NOTED
V. R. JONES

Form A-180—10M—7-56

NOTED
V. R JONES

INVOICE

NOTED
J. W. CATTRALL

Oregon State Highway Department

Contract 4486
(S-107(2) + S-108(2))

SALEM, OREGON

RECEIVED
SEP 17 1956
ENGINEER
COUNTY & CITY RELATIONS

Jefferson County
Madras, Oregon

Attn: County Court

Invoice No. 47465

Date September 17, 1956

Your Req. No.

Billing Request No. ce-265

Credit distribution: 516-1025-297

Final billing county's share total cost Forta unit, Culver-Juniper Butte and Metolius-Culver Junction, FAS 547 and 548, covered by agreement dated June, 1955.

Original Advance Deposits	15,500.00	
Less: Amount previously transferred	12,000.00	
Balance Advance Deposit		3,500.00
County share of total costs as per attached statement	13,943.39	
Less: Amount previously transferred	12,000.00	
Balance		1,943.39
To be refunded		$1,556.61

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

State Printing 96055

JFH:mm
Att.

NOTED
V. R. JONES

September 14, 1956

NOTED
J. W. CATTRALL

Jefferson County Court
Courthouse
Madras, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the North Unit, Culver-Juniper Butte and Metolius-Culver Junction sections of FAS 547 and 548 and it has been determined that the agreed county share of these costs if $13,943.39 as shown in the attached cost statement. As the county initially deposited $15,500 a refund of $1,556.61 is due. This refund will be made by means of a check from our Accounting Division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

Contract Completed: 9/10/55
ITEMIZED STATEMENT OF FINAL COSTS

County Jefferson Contract No: 448b Date 9/14/56

FAS 547 and 548 Section North Unit, Culver-Juniper Butte and Metolius-Culver Junction

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Preparation of base	Mile	$200.00	10.87	$ 2,174.00
2. 1/2"-1/4" material in binder course	c.y.	4.00	1,206.	4,824.00
3. Furnish & place aggregates	c.y.	4.10	6,348	26,026.80
4. RC-3 asphalt	ton	42.00	204.04	8,365.64
5. 150-200 asphalt	ton	39.00	461.36	17,993.04
6. RS-1 asphalt	ton	41.00	135.57	5,558.37
7. Sprinkling	M. gal.	3.00	468.5	1,405.50
PA#1 Purchase excess 3/4"-1/2" aggregate in stockpile	c.y.	1.50	178.2	267.30
PA#2 Purchase excess 1/2"-1/4" aggregate in stockpile	c.y.	1.50	489.4	734.10
PA#3 Purchase excess 1/4"-#10 aggregate in stockpile	c.y.	1.50	38.8	58.20
Force Account - Flagging				195.32
			Subtotal	$67,601.97
		Transfer cost of rock purchased under PA#1, 2, & 3		1,059.60 cr.
		Construction Engineering		5,618.40
		Total Construction Costs..		$72,160.77
		Federal Funds Collected for Project		44,274.00

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total cost and federal funds)
($72,160.77 - $44,274) X 1/2 = $13,943.39

Advance Deposit	$15,500.00
County Share Total Costs	13,943.39
Refund Due Jefferson County..	$ 1,556.61

RECEIVED
JAN 3 1956
FOR FILING

December 22, 1955

FINAL COST ANALYSIS

Metolius-Juniper Butte Section
Contract No. 4486

F.A.S. Route #548 & 547
Prefix: 516-1025

Oiling Project
Babler Bros. Inc., Contractor
Lowell M. Stratton, Resident Engineer

S- 4(2)
4486

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Prep. of Base	10.87	mile	$200.00	$109.72	$ 1,192.68	$ 2,174.00
½"-¼" Mat'l. in Binder Course	1,206	cu.yd.	4.00	3.42	4,108.12	4,824.00
Furn. & Place Aggregates	6,348	cu.yd.	4.10	3.40	21,628.80	26,026.80
RC-3 Asphalt	204.04	tons	41.00	36.71	7,490.41	8,365.64
150-200 Asphalt	461.36	tons	39.00	33.24	15,336.78	17,993.04
RS-1 Asphalt	135.57	Tons	41.00	35.91	4,869.50	5,558.37
Sprinkling	468.5	M-gals.	3.00	2.19	1,027.99	1,405.50
PA #1 Pur. Excs. 3/4"-¼ Agg. in S.P.	178.2	cu.yd.	1.50	1.50	267.30	267.30
PA #1 Pur. Excs. ½"-¼" Agg. in S.P.	489.4	cu.yd.	1.50	1.50	734.10	734.10
PA #1 Pur. Excs. ¼"-10 Agg. in S.P.	38.8	cu.yd.	1.50	1.50	58.20	58.20
Force Account (Flagging State's Part)					195.02	195.02
					56,870.50	67,601.97

Gross Revenue $67,601.97
Total Cost 56,870.50
Net Profit $10,731.47

NOTED
State Highway Engineer

Net Profit equals 15.8% of Gross Revenue

DETAIL OF COST

Contract #4486

Labor:			
Labor			$ 4,835.55
Labor Insurance			225.96
Health & Welfare			152.99
			$ 5,214.50
Materials:			
RC-3 Asphalt	204.04 tons at	$25.75	5,254.03
Freight on RC-3	204.04 tons at	6.70	1,367.09
150-200 Asphalt	461.36 tons at	22.50	10,380.60
Freight on 150-200	461.36 tons at	6.70	3,091.11
RS-1 Asphalt	135.57 tons at	25.00	3,389.25
Freight on RS-1	135.57 tons at	6.70	908.32
			$ 24,390.40
Equipment Rentals and Misc. Supplies:			
Equipment Rentals (Owned)			3,171.80
Hired Trucks			1,736.25
Gas, Oil & Grease			1,154.90
Small Tools & Misc. Supplies			126.80
PL & PD Insurance			54.15
Bond			405.60
Home Office & General Overhead			1,087.60
			$ 7,737.10
Paid Cinder Hill for Crushing Rock Agg.			19,528.50
T O T A L C O S T - - - - - - - - - -			$ 56,870.50

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 10.87 miles of oil mat wearing surface, Type O-11 with binder course. The project was bid July 1, 1955. Work started July 6, 1955, and the project was completed September 20, 1955.

On July 6, 1955, Cinder Hill Crushing Co. a sub-contractor on crushing started drilling and shooting and moving in a 3 crusher plant into quarry located 0.8 miles westerly from Station 216+95 of Unit "A" (FAS Route 548) all crushed materials was completed by September 7, 1955.

On August 29, 1955, the prime contractor moved in his oiling equipment, which consisted of 3 Blades, 3 Rollers, 2-1500 Gal Distributors, 3 Water Trucks, 6-6 Cu. Yd. Trucks (Co. owned), 3 hired Trucks, Skip Loader & Power Broom. Oiling was completed by September 20, 1955.

Good supervision and equipment, with good progress and fair bid prices, allowed the contractor a nice profit from this project.

By - - K. T. Wechter

RECEIVED
OCT 31 1955
FOR FILING

S-1177
OF(9)
4486

October 28, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. O. H. Burnett

Dear Sir:

State Highway Contract No. 4486 for work performed on the Metolius-Juniper Butte Section of FAS Route Nos.547 and 548 in Jefferson County was completed by the contractor, Babler Bros.,Inc., on September 10, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,027.19 will be released to the contractor after acceptance by the Commission. The tot al contract amount is $67,601.97, of which amount $195.02 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
OCT 13 1955
FOR FILING

October 12, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Babler Bros.,Inc. in connection with contract No. 5486, for oiling on the Metolius-Juniper Butte Section of FAS Route Nos. 547 and 548 in Jefferson County. This payment, in the amount of $18,644.28, will be released to the contractor on or after October 22, 1955. The retained percentage is $2,028.09.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

S-117(2)
S-118(2)

RECEIVED
DEC 20 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
November 10, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4486	3-Final	Babler Bros., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22442	B-135826	$ 2,827.19	11/10/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: to Aug. 31, 1955

Time Extensions: Sept. 10, 1955 without penalty

Completion Date: Sept. 10, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 23 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
OCT 4 1955
FOR FILING

S-107(2)
107(2)
4/4/56

October 4, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from August 31 to September 15, 1955 within which to complete your contract No. 4486, for oiling on the Metolius-Juniper Butte Section of FAS Route Nos. 547 and 548 in Jefferson County.

We are pleased to inform you that the Highway Commission granted your request for an extension of time to September 10, 1955, the completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

Lowell Stratton,
Resident Engineer

H. O. Smith,
Construction Engineer

Form E-1—1954

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 24, 19 55

Section METOLIUS - JUNIPER BUTTE

Kind of work Oiling

Highway County Rds. (FAS Rte. 548 & 547)

Section prefix 516 - 1025

Contractor Babler Bros., Inc.

Contract number 4486

Date of contract July 8, 19 55

Date of completion August 31, 19 55

Date work started July 6, 19 55

Estimated date of completion Sept. 10, 19 55

Project authorization . . . . . $ 77,715.00
Exclusive of Engineering . . . . . $ 72,188.60

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 67,602.87

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 5,526.40

Engineering cost to date $ 5,526.40, 100 %

Date project was completed Sept. 10, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Received The last Certified Oil Bill September 26, 1955.

The Semi-final Estimate was submitted to the Division Office in Bend on September 27,1955.

Contractor expects to have his equipment moved out this week.

Final Report.

NOTED
L. H. Young

NOTED
H. G. SMITH

RECEIVED
SEP 23 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Lowell M. Stratton

Address Lowell M. Stratton
Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77099

CMW

Apr 8 1792

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Jefferson
Project No. S-108(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 23rd day of Sept., 19 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 9th day of June, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 5.756 miles of 2-lane intermediate type surfacing
(Character of work)

between FAS 549 near Metolius and FAS 547 approximately one mile west of Culver
(Control points)

consisting of 5.756 miles of roadway and no (Number) bridges, [redacted]
[redacted].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty-four thousand, eight hundred and 00/100 dollars ($ 24,800.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is forty-thousand, one hundred sixty-nine and 80/100 dollars ($ 40,169.80).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

Attest _____
SECRETARY

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

RECEIVED
SEP 23 1955
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-108(2)

METOLIUS-CULVER JUNCTION SECTION OF THE

METOLIUS-CULVER ROAD IN JEFFERSON COUNTY

(Estimate as a basis for project agreement. Based on low bid price.)

Salem, Oregon, August 8, 1955

Type Code 5231
Roadway (Sta. 0+10 to Sta. 304+00) (Contract No. 4486)

5.76 Mile	Preparation of Base	$ 200.00	$ 1,152.00
740 cu. yd.	¾"-¼" Material in Binder Course	4.00	2,960.00
3,500 cu. yd.	Furnishing and Placing Aggregates	4.10	14,350.00
120 tons	MC-3 Asphalt	41.00	4,920.00
250 tons	150-200 Asphalt	39.00	9,750.00
76 tons	RS-1 Asphalt	41.00	3,116.00
90 M-gals.	Sprinkling	3.00	270.00
		Subtotal	$36,518.00
		10% Engr. & Cont.	3,651.80
		Total	$40,169.80

Length of Roadway 5.756 Miles
Cost of Roadway per Mile $6,978.76

Federal Funds	$24,800.00
State Funds	$ 7,684.90
County Funds	$ 7,684.90
	$40,169.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Jefferson County with the Highway Department.

CPRS-1791

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Or
County Jefferson
Project No. S-107(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 23rd day of Sept., 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 9th day of June, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 5.115 miles of 2-lane intermediate type surfacing
(Character of work)

between FAS 549 at Culver and F.A. Route 4 approximately 5 miles north of the Jefferson-Deschutes County Line, (Control points),

consisting of 5.115 miles of roadway and no (Number) bridges. [redacted] miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty-one thousand, eight hundred and 00/100 dollars ($21,800.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is thirty-five thousand, two hundred sixty-eight and 20/100 dollars ($35,268.20).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department)

By _____

Chairman, State Highway Commission

(Title)

By _____

Member, State Highway Commission

(Title)

By _____

Member, State Highway Commission

(Title)

STATE HIGHWAY ENGINEER

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS

By _____

Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-107(2)

NORTH CULT, CULVER-JUNIPER BUTTE SECTION OF THE

CULVER-JUNIPER BUTTE ROAD IN JEFFERSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Aug. 10, 1955

Type Code 5231
Roadway (Sta. 0+11 to Sta. 270+17.66)(Contract No. 1436)

5.11 Miles	Preparation of Base		$200.00	$ 1,022.00
650 Cu. Yds.	½" - ¾" Material in Binder Course		4.00	2,600.00
3,100 Cu. Yds.	Furnishing and Placing Aggregates		4.10	12,710.00
100 Tons	RC-3 Asphalt		41.00	4,100.00
220 Tons	150-200 Asphalt		39.00	8,580.00
70 Tons	RS-1 Asphalt		41.00	2,870.00
60 M-Gal.	Sprinkling		3.00	180.00
		Subtotal		$ 32,062.00
		10% Engr. & Cont.		3,206.20
		Total		$ 35,268.20

Length of Roadway 5.115 Miles
Cost of Roadway Per Mile $6,895.05

Federal Funds	$ 21,800.00
State Funds	6,734.10
County Funds	6,734.10
	$ 35,268.20

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds For Maint.: Chap. 529, Laws 1939.

NOTE: Necessary funds have been deposited by Jefferson County with the Highway Department.

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

September 19, 1955

Jefferson County Court
Court House
Madras, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4486, Metolius-Juniper Butte section of FAS 547 and 548, was completed on September 9, 1955.

Under the terms of the maintenance agreement signed by the Court on June 16, 1955, and by the Highway Commission on June 27, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
SEP 19 1955
FOR FILING

S-107 (2)
S-108 (2)
4456

September 16, 1955

Oregon State Highway Commission

Request for Extension of Time
No. 19
September 22-23 meeting

Gentlemen:

Herewith a request from Bahler Bros., Inc., for an extension of time on the Metolius-Juniper Butte Oiling Contract No. 4456 from August 31, 1955 to September 15, 1955.

This contractor had other contracts in the area which were more urgently needed than this one, and at the request of the Division Engineer the work was withheld for a short period of time.

The contract was actually completed on September 10, 1955, and I recommend the extension to and including that date be granted without penalty.

Very truly yours,

R. H. Baldock

Attach.

cc Mr. E. G. Smith
EAP:dt gm

OREGON STATE HIGHWAY COMMISSION

ENGINEERS RECOMMENDATION REGARDING CONTRACTORS REQUEST FOR EXTENSION OF TIME TO COMPLETE CONTRACT

Investigation has been completed regarding the request (See reverse side) for an extension of time within which to complete the following project:

Contract No. 4486 Contractor Bobler Bros., Inc.

Highway FAS Route Nos. 548 & 547

Section McKenzie-Juniper Route

Kind of Work Oiling

It is recommended that such extension be granted as requested under the following terms and conditions:

Without penalty.

Recommended for Approval:

Dean Swift
Division Engineer

H. E. Finch
Construction Engineer or Bridge Engineer

[redacted]
State Highway Engineer

Contract No. 4486

Project designation: S-[illegible]7(2), S-100(2)
State—Federal

Date awarded July 8, 1955

Work started 7-6-55

Per cent completed 100 % 9-10-55
Date

Specified completion date August 31, 1955

Previously extended to September 15, 1955

Extension requested to

OREGON STATE HIGHWAY COMMISSION

CONTRACTORS REQUEST FOR EXTENSION OF TIME TO COMPLETE CONSTRUCTION CONTRACT

Oregon State Highway Commission,
Salem, Oregon.

Date Aug. 29, 19 55

Gentlemen:

We, the undersigned, respectfully request an extension of 15 days time, from Aug. 31, 19 55, to Sep. 15, 19 55, within which to complete our Contract No. 4486, described as follows:

Oiling Metolius-Juniper Butte Section, FAS Route No. 548 & No. 547, Jefferson County, Oregon

The above request is based upon the following reasons:

Due to unexpected delays experienced on other jobs for which the equipment to be used on this job was designated, we must request the extension of time described above.

Respectfully submitted,
[illegible], INC.
Contractor
By [signature]
PRESIDENT

CONSENT OF SURETY

Date [illegible], 19 55

We, [illegible], as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

B. Spalding
Attorney-in-fact

(SEAL)

DOOLY & CO.
Resident Agent

By R. M. Dooly
R. M. Dooly - Agent

RECEIVED
SEP 13 1955
FOR FILING

S-107(2)
S-108(2)
44-6

September 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 9, 1955 on Contract No. 1486, Metolius-Juniper Butte Section, in Jefferson County, in connection with Federal Aid Project No. S-107(2), S-108(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

EBF:ds

cc: John Cattrall

RECEIVED
JUL 26 1955
FOR FILING

36 S-117-1
S-10A(2)
4486

July 26, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4481, for pavement sealing on the Salem By-pass Section of the Portland-Salem Expressway in Marion County, awarded July 1, 1955.

Contract No. 4486, for oiling on the Metolius-Juniper Butte Section of FAS Route Nos. 548 and 547 in Jefferson County, awarded July 8, 1955.

Copies of these contracts will also be mailed to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

NOTED
Y. R. JONES

Form A-150—10M—12-54

INVOICE

NOTED
J. W. CATTRALL

Oregon State Highway Department

Salem, Oregon

Invoice No. 40212

Date July 18, 1955

Your Req. No.

Billing Request No. cc-183

Credit distribution: 516-1025-897

Jefferson County
Madras, Oregon

Attn: County Court

Advance Deposit	15,500.00
Partial transfer county's share of total costs. Metolius-Juniper Butte Section of FAS 547 and 548, covered by agreement dated June, 1955	12,000.00
To be retained	$ 3,500.00

RECEIVED
JUL 19 1955
ENGINEER
COUNTY CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By G. R. Winchcomb
Engineer, County and City Relations

JFH:mm

NOTED
R. R. JONES

NOTED
Harold C. Ayers

July 11, 1955

Jefferson County Court
Court House
Madras, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $15,500 in connection with the Metolius-Juniper Butte section of FAS 547 and 548.

Contract No. 4486 was awarded to Babler Bros., Inc., and a copy of the contract is being forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

Salem, Oregon
July 7, 1955

NOTED
Harold C. Ayers

Mr. W. C. Williams
O F F I C E

NOTED
V. R. JONES

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

We have received this date Jefferson County's advance deposit of $15,500 in connection with the Metolius-Juniper Butte section of FAS 547 and 548 in Jefferson County. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: Mr. S. H. Probert

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 5, 1955

NOTED
J. W. CATTRALL

Jefferson County Court
Court House
Madras, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On July 1st the Highway Commission received a satisfactory bid from Babler Bros. of Portland for construction of the Metolius-Juniper Butte section of FAS 547 and 548. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$68,580.00
Anticipated Additional Items	
Flagging	500.00
12-1/2% Engineering & Contingencies	8,635.00
Estimated Total Cost	$77,715.00
Advance Deposit of 20%	$15,500.00

Please make this deposit by means of a check or warrant in the amount of $15,500 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
JUL 14 1955
FOR FILING

S-107(2)
S-108(2)
4486

July 13, 1955

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 6, 1955 on Contract No. 4486, Metolius-Juniper Butte Section, in Jefferson County, in connection with Federal Aid Project Nos. S-107(2), 108(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

DBP:ib

RECEIVED
JUL 11 1955
FOR FILING
S-107(2)
S-108(2)
1146

July 8, 1955

NOTED
J. Mc C.

Bubler Bros.,
4617 S. W. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on July 1, 1955, accepted your proposal for oiling the Metolius-Juniper Butte Section of the Metolius-Culver and Culver-Juniper Butte County Roads in Jefferson County, for the sum of $68,580.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4486.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBS:ig

cc: R. G. Savage
H. C. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.,
2418 Third Avenue
Seattle 1, Washington

RECEIVED
FORM E-30 25M 9-51 52215
JUL 11 1955

OREGON STATE HIGHWAY DEPARTMENT

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 8, 1955
11:00 A.M.

Babler Bros. Inc.,
1617 S. W. Milwaukie Avenue
Portland, Oregon

Contract for Metolius-Juniper Butte Section of the Metolius-Culver and Culver-Juniper Butte County Roads, Jefferson County, for which you submitted low bid on July 1, 1955, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
C. W. Hood

JFH:mm

cc: Mr. S. H. Probert

RECEIVED
STATE HIGHWAY ENGINEER

B

RECEIVED
JUL 11 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1955

1-107-1
5-17-1
4486

SUBJECT:

To: Mr. W. C. Williams
OFFICE

W. C. WILLIAMS

We have received this date Jefferson County's advance deposit of $15,500 in connection with the Metolius-Juniper Butte section of FAS 547 and 548 in Jefferson County. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: Mr. S. H. Probert

RECEIVED
JUL 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 5 - 1955
FOR FILING

5-107 (2)
5-108 (a)
4486

July 5, 1955

County Court of Jefferson County
Court House
Madras, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Jefferson County two fully executed copies of a Maintenance Agreement and one fully executed copy of a Finance Agreement between the State Highway Commission and Jefferson County covering the Metolius-Culver and the Culver-Juniper Butte Section, FAS 547 & 548.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 3

RECEIVED
JUL 6 - 1955
FOR FILING

S-107 (2)
S-194 (2)
1486

Salem, Oregon
July 5, 1955

Journal 17
Maintenance 245 + 246

Mr. John W. Cattrall
City & County Relations Dept.
B U I L D I N G

Dear Mr. Cattrall:

Attached hereto for further handling are four certified copies each of two maintenance agreements and one conformed copy of a finance agreement with Jefferson County covering the Culver-Juniper Butte and the Metolius-Culver Sections of FAS 547 & 548.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Jefferson County.

Very truly yours

Secretary

rm
Attach: 9

FAS [illegible] County [illegible] Contract No. [illegible]

Section [illegible]

Location [illegible]

FAS 547 County Jefferson Contract No. 934

Section [illegible]

Location [illegible]

NOTED
J. W. CATTRALL

NOTED
H. R. JONES

June 13, 1955

NOTED
Harold C. Ayers

Jefferson County Court
Courthouse
Madras, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies each of two maintenance agreements, and a set of plans and specifications in connection with the Metolius-Juniper Butte Section of FAS 547 and 548 upon which bids will be received on July 1, 1955.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $75,300; however, the low bid received plus 12 1/2 % for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreements are standard forms required by the Bureau of Public Roads.

The set of plans and specifications if for your information and records. The specifications provide that the project shall be completed not later than August 31, 1955.

When available copies of the reduced size plans will be attached to copies of the finance agreement as "Exhibit A". These attachnents will be exactly the same as the enclosed plans except of a smaller size.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of all agreements to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than June 27.

Very Truly Yours,

R. H. Baldock
Chief Engineer

John W. Cattrall
Engineer, County and City Relations

NOTED
Harold

NOTED
V.R. JONES

MEMO TO J. W. NASH
5/9/55

NOTED
J. W. CAITRALL

CULVER-OPAL SPRINGS JUNCTION SECTION
FAS ROUTE 547

This project extends from FAS 549 at Culver to a county road junction approximately 1 mile east of Opal Springs. The existing road was graded and a cinder base and wearing surface placed in 1951 under Oregon Project S-107(1).

The proposed project is to construct a type O-11 oil mat wearing surface 20 feet in width with 1' to 8' shoulders. Shoulder material will be placed by Jefferson County without federal cooperation. The shoulder width through the city of Culver will be 8' and will be 2' on the more heavily travelled section west of and adjacent to Culver. The balance of the project will have a 1' shoulder.

This road serves a section of the irrigated farming area west and southwest of Culver.

The length of this project is governed by available funds; however, the balance of the route, which is cinder surfaced and has a minimum width of 20', serves a sparsely settled area and no further improvement is planned in the immediate future.

JEFFERSON COUNTY
4 Miles

FUNDS:		
	Federal	$15,600
	State	5,200
	County	5,200
	Total...	$26,000

NOTED
J. H. N

JFH:mm

NOTED
V. R. JONES

NOTED Harold C. Ayers
J. W. CATTRALL

MEMO TO J. W. NASH
5/9/55

METOLIUS-CULVER SECTION
FAS ROUTE 548

This project covers the entire length of FAS 548 and extends from FAS 549 near Metolius, westerly and southerly to FAS 547 west of Culver. The existing road was graded and a cinder base and wearing surface placed in 1951 under Oregon Project S-108(1).

The proposed project is to construct a type O-11 oil mat wearing surface 20 feet in width with 1' to 2' shoulders. Shoulder material will be placed by Jefferson County without federal cooperation.

This road serves a section of the irrigated farming area northwest of Culver.

JEFFERSON COUNTY
5.76 miles.

FUNDS:		
	Federal	$22,800
	State	7,600
	County	7,600
	Total...	$38,000

NOTED
J. F. HAGEMANN

JFH:mm

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
5/9/55

COVE CUT-OFF SECTION
FAS ROUTE 660

This project covers the entire length of FAS 660 and extends from FAS 548 easterly to FAS 549. The existing road has been reconstructed to a crushed rock wearing surface 24 feet in width of satisfactory grade and alignment.

The proposed project is to construct a type O-11 oil mat wearing surface 20 feet in width with 2-foot shoulders. Shoulder material will be placed by Jefferson County without federal cooperation.

This road serves a section of an irrigated farming area and is also used as an access route to and from the Cove State Park.

JEFFERSON COUNTY
0.94 Mile

FUNDS:		
	Federal	$3,600
	State	1,200
	County	1,200
	Total..	$6,000

NOTED
J. F. HAGELMANN

JFH:mm

NOTED
Harold C. Ayers

Salem, Oregon
April 25, 1955

Mr. H. G. Smith
Construction Engineer

NOTED
J. W. CATTRALL

Reference is made to my letter of April 19th regarding deletion of FAS 660 from the Jefferson County FAS oiling project. We have now been advised that Jefferson County will be able to prepare this section of road for oiling and it should remain as part of the project.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: V. G. O'Neil
Frank Hall

Salem, Oregon
April 19, 1955

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Reference is made to the Jefferson County FAS oiling project on FAS 547, 548, and 660 in the vicinity of Metolius and Culver. The Jefferson County Judge has requested that that portion of the project on FAS 660 (approximately 1 mile) be deleted as the county will be unable to place the base rock in time for oiling this year. Preparation of plans and specifications for the balance of the project on FAS 547 and 548 can proceed as originally planned. The field data for this project is in your hands.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: V. G. O'Neil
Frank Hall

FORM S-00 2000 8-01 52010

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1953

SUBJECT: Base Design Charts

To: Mr. W. E. Chandler
Division Engineer
Division IV
Bend, Oregon

Dear Sir:

Reference is made to the Metolius - Culver
Culver - Juniper Butte Section,
of the F. A. S. 547, 548, and 660.

Enclosed you will find 5 base design charts prepared from laboratory tests, numbers
FAS 547-358908 FAS 548 - 358905 FAS 660 - 358911
358909
358910

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

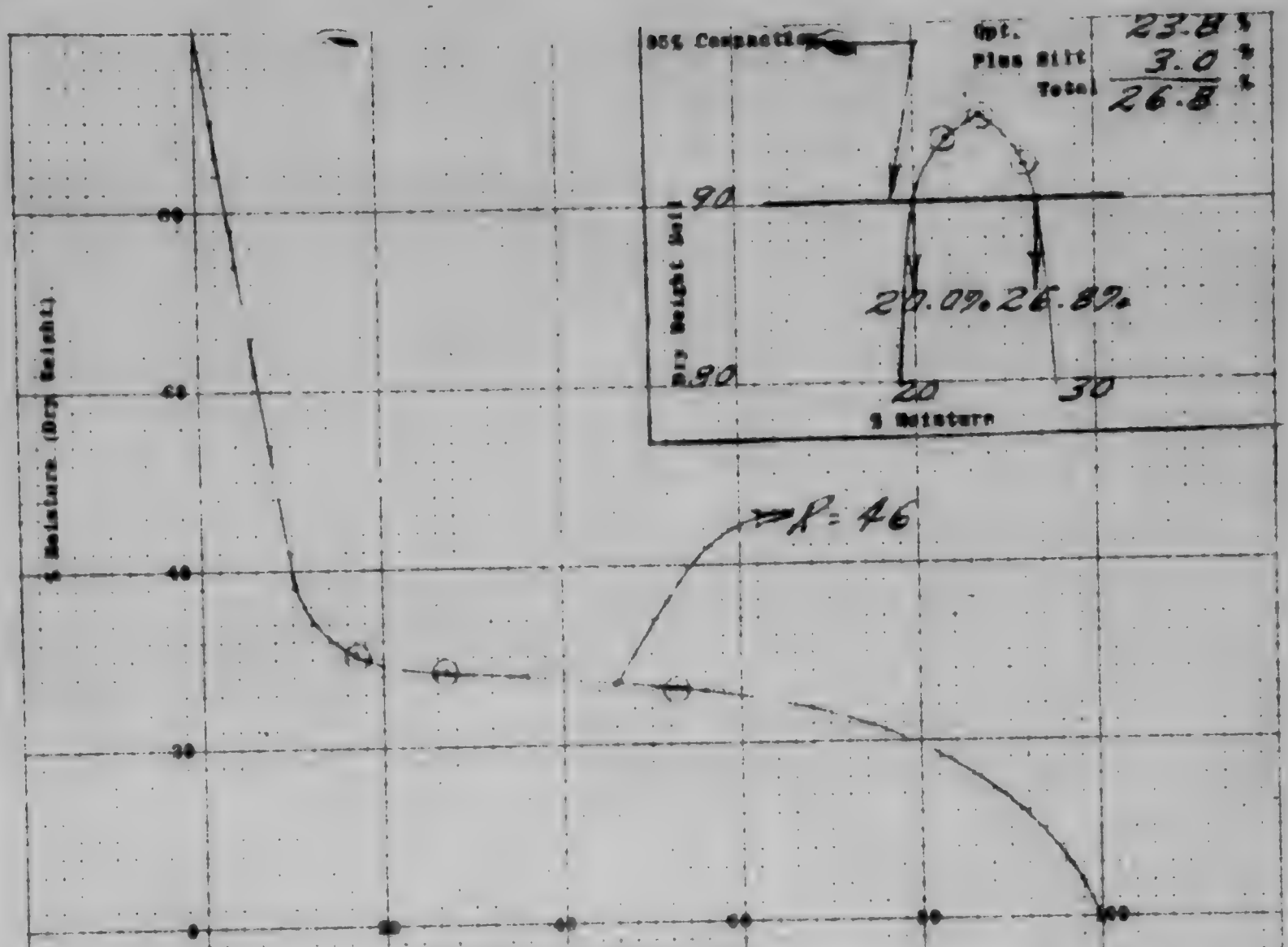
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber

Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc L. Stratton
J. B. Scott
County and City



Soils Resistance Value "R"

Data Sheet No.	A-1428
Lab. No.	358908
LL	29
PI	2
Pass 200 Screen	59.2%
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	6.2%
Coarse Sand	10.3 %
Fine Sand	29.1 %
Silt	28.1 %
Clay	26.3 %
Gs	2.56
Natural Moisture	%

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

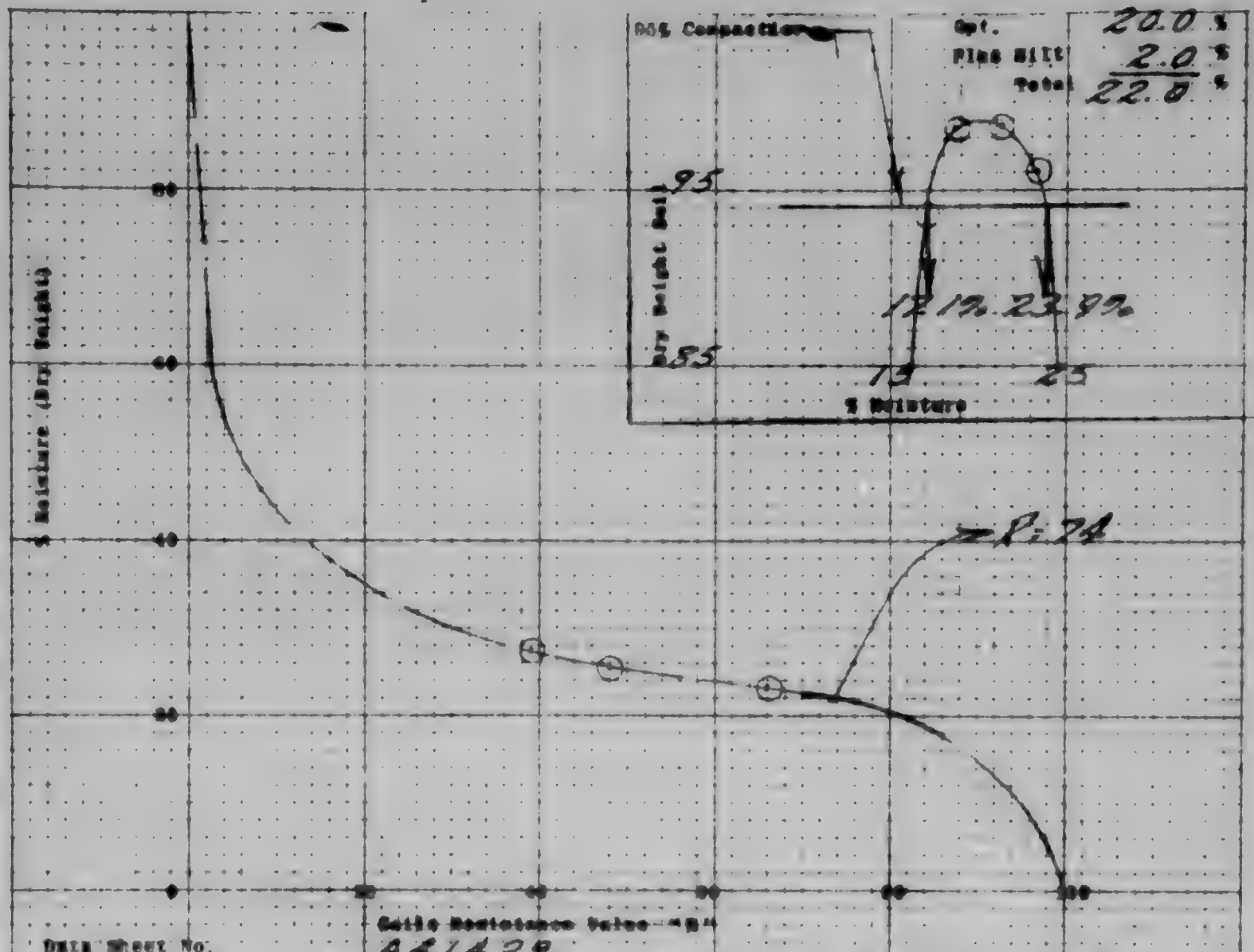
Zone & Road	L-M
Traffic	8.5
Rimac Rock Reduction	
Rimac Wearing Surface	
Plus 25% Increase	2.0
Fine Wearing Surface	
Total Rock & Wear	10.5

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section	Culver - Juniper Butte
Hwy.	FAS 587
Station	MP 1.5 from N. end of dob
Depth	1'-3.5'
Hole #	
To be used	Subgrade
Prefix No.	
County	Jefferson
Date	4-7-55
Designed by	N.



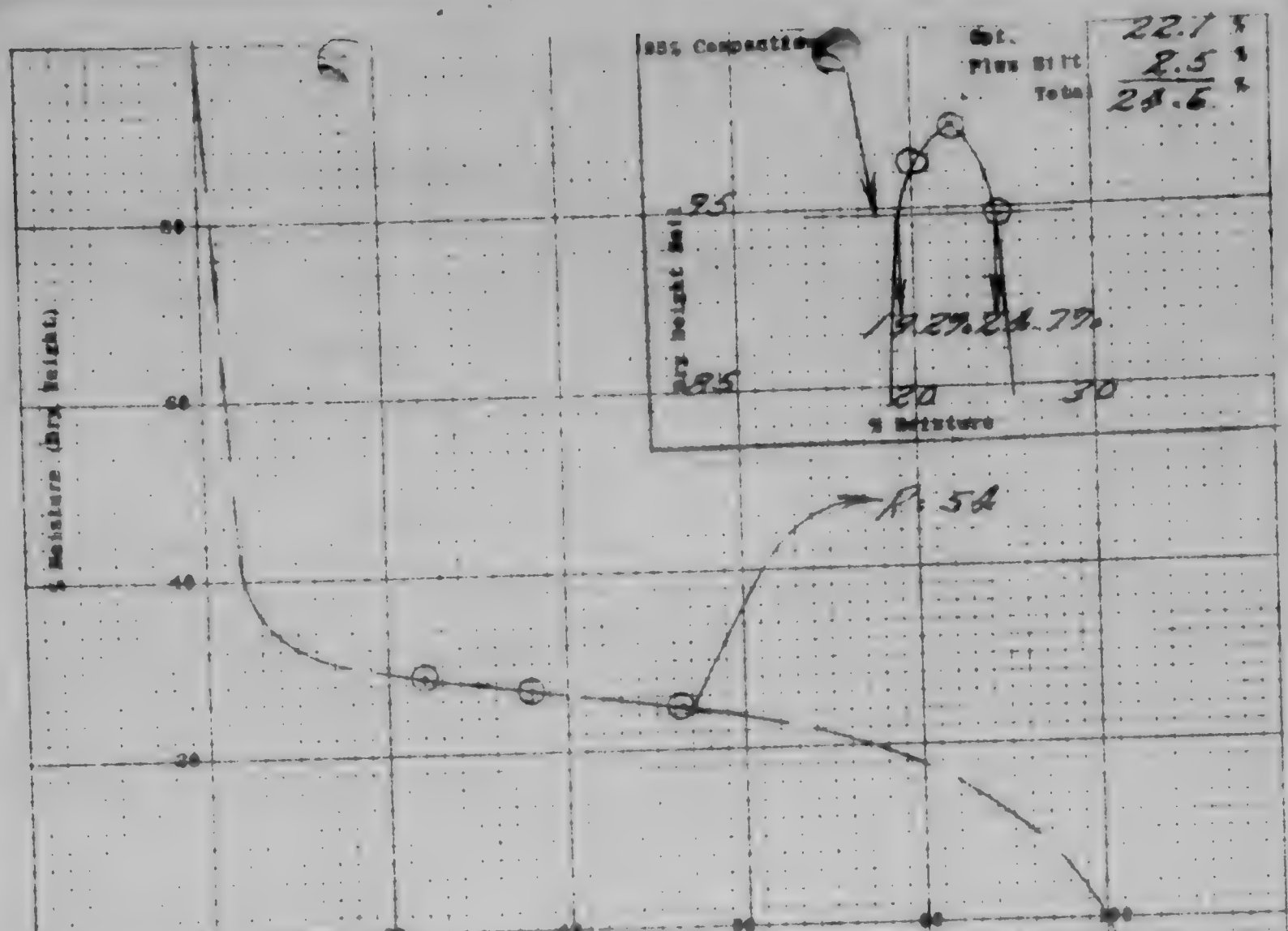
Cattle Resistance Value "R"

Data Sheet No.	A-1429		
Lab. No.	358909	Base & Seal L-M	Traffic 8.5 "
LL	24	Stone Dust Reduction	"
PI	0		"
Pass 200 Screen	35.6%	Stone Wearing Surface	"
HYDROMETER ANALYSIS			"
Particles larger than		Fine Silt Increase	2.0
0.0 mm	23.7 %	Fine Wearing Surface	"
Coarse Sand	12.1 %	Total Base & Wear	10.5 "
Fine Sand	33.0 %		
Silt	18.3 %	OREGON STATE HIGHWAY DEPARTMENT	
Clay	11.9 %	SOILS DIVISION	
Sg	2.62	SOIL DESIGN CHART	
Natural Moisture	%	Section Culver - Jonipon Butte	
NOTE		Hwy FAS 547	
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area, base depth should be 1/2 frost penetration.		Station MP 3.0 from N. end of Jct	
		Depth 0.8-2.0	
		Hole #	
		To be used - Subgrade	
		Prefix No.	
		County - Jefferson	
		Date 2-7-55	
		Designed by N	

CLEARPRINT PAPER CO. NO. 1010 10 DIVISIONS PER INCH BOTH WAYS TO DIVISIONS PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1010M

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000M

CLEARPRINT PAPER CO. NO. 1215 10 DIVISIONS PER INCH BOTH WAYS TO 8 100 DIVISIONS



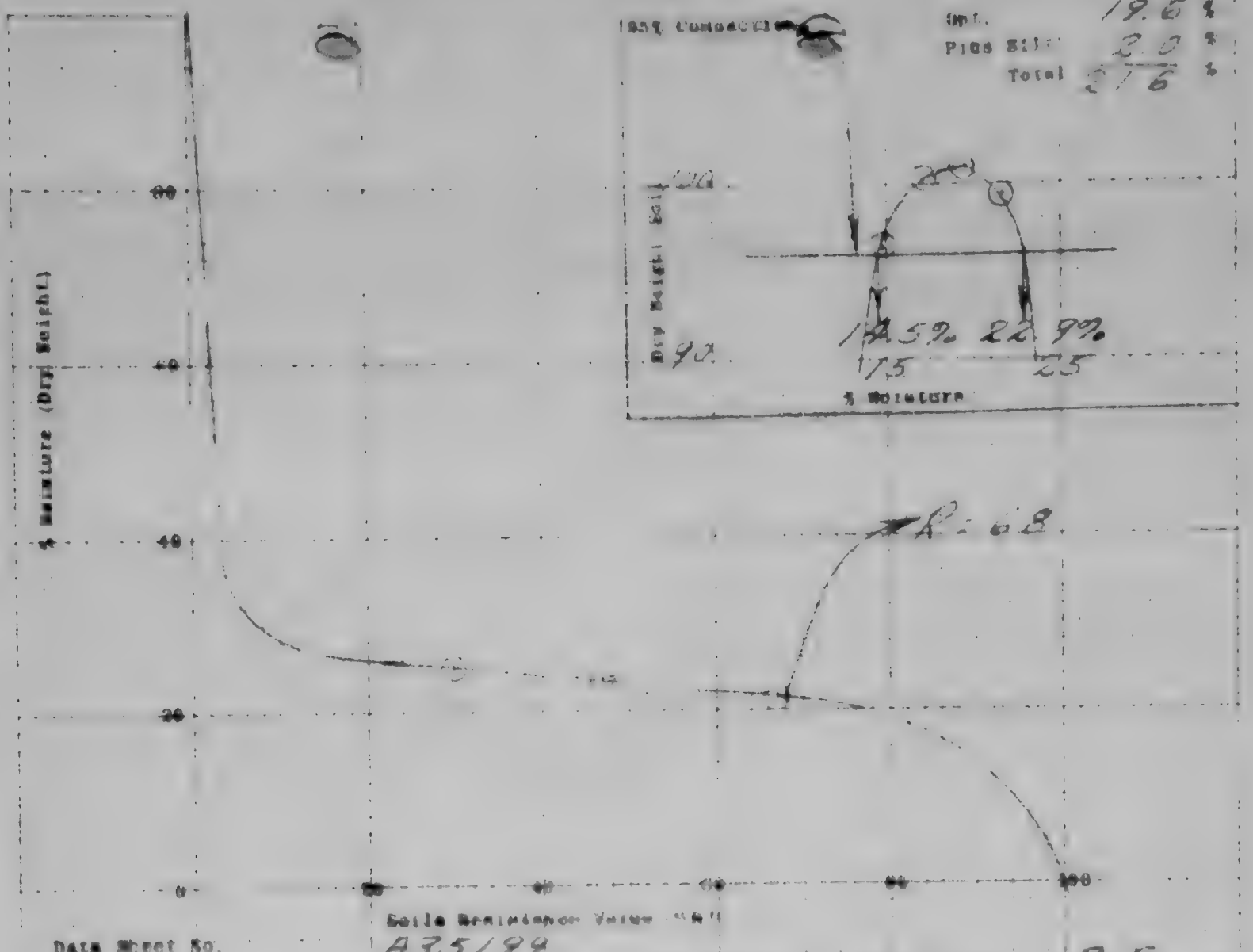
Sat. 22.1 %
Plas Silt 2.5 %
Total 24.6 %

Soils Remolded Value "R"

Data Sheet No.	A#1430	Base & Base	L-M Profile 8.5 "
Lab. No.	358 #10	Other Rock Reduction	"
LL	25		
PI	3	Minus Bearing Surface	"
Pass 200 Screen	25.6%		
HYDROMETER ANALYSIS			
Particles Larger than		Fine 25% Increase	2.0
2.0 mm	14.4%	Fine Bearing Surface	
Coarse Sand	11.3%	Total Minus 8 Test	12.5
Fine Sand	31.5%		
Silt	24.4%	OREGON STATE HIGHWAY DEPARTMENT	
Clay	18.4%	SOILS DIVISION	
Sp	2.63	BASE DESIGN CHART	
Natural Moisture		Setting Culvert - Jefferson Butte	
		Hwy. F.A.S. 547	
		Station MP 3.0 from No. end	
		Depth 2'-3"	
		Note #	
		To be used Subgrade	
		Prefix No.	
		County Jefferson	
		Date 4-7-53	
		Sampled by N.	

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of soil represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area, base depth should be 1/2 frost penetration.



Data Sheet No.	A35189
Lab. No.	358905
LL	25
PI	2
Pass 200 Screen	38.6 %
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	18.6 %
Coarse Sand	15.6 %
Fine Sand	34.0 %
Silt	17.5 %
Clay	14.3 %
Sc	2.62
Natural Moisture	%

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area. Base depth should be 1/2 frost penetration.

Same or Next Traffic	8.5
Sieve Rock Reduction	
Sieve Bearing Surface	
Plus 25% Increase	2.0
Plus Wearing Surface	
Total Base & Surf	10.5

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Species	Wasatch-Cutler
Hwy.	F.A.S. 548
Station	MP 15 from N. end of Job
Depth	0.5'-1.0'
Note #	
To be used	Subgrade
Proj. No.	
County	Jefferson
Date	4-7-55
Designed by	W.

Data Sheet No.	A#1431
Lab. No.	35#911
LL	25
PI	5
Pass #40 Screen	54.7%
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	8.6 %
Coarse Sand	12.1 %
Fine Sand	28.9 %
Silt	27.0 %
Clay	21.4 %
Sp	2.60
Natural Moisture	%

Subbase Evaluation Value "S"

Base R-Value	L-M
Other Rock Detection	
Other Bearing Surface	
Fine Fill Increase	2.0
Fine Bearing Surface	
Total Base R Value	10.5

Profile 8.5

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
SOILS DESIGN CHART

Section Mafotins - Culver
Hwy. F.A.S. 560
Station M.P. 0.5 from E. end.
Depth 0.2-2.0'
Hole #
To be used Subgrade
Profile No.
County Jefferson
Date 5-7-55
Entered by N.

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of soil represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area, base depth should be 1/2 frost penetration.

CLEARPRINT PAPER CO

NOTED
V. R. JONES

Salem, Oregon
March 28, 1955

FAS 547, 548, &660 NOTED
Jefferson County Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

The field data for the Jefferson County FAS oiling project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

It is noted that no binder course has been provided in the field specifications. If a binder course is required the job will have to be shortened.

As Jefferson County can furnish match money for a total cost of $70,000 only ($14,000 of county funds), the length of this project will be governed by the estimated total cost. If after review the estimated cost exceeds $70,000, the project should be shortened by eliminating mileage on the south end of the Culver-Juniper Butte section. It would be appreciated if this office could be advised of the estimate after the design and unit prices have been reviewed.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:ma

cc: V. G. O'Neil
Frank Hall

March 8, 1955

Jefferson County Court
Court House
Madras, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HACKMANN

Gentlemen:

On March 2nd the Highway Commission approved the addition of FAS 660 to the FAS System and also approved for construction with FAS funds the oiling project on FAS 547, 548, and 660 as described in the attached tabulation.

Approval of the route addition by the Bureau of Public Roads and preparation of plans and specifications for the project are now required prior to contracting. Preliminary engineering will be supervised by our division office at Bend.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

A. M. PLUEMKE
COMMISSIONER
CULVER

H. A. DUSSAULT
JUDGE
MADRAS

G. M. EIDEMILLER
COMMISSIONER
MADRAS

JEFFERSON COUNTY COURT
MADRAS, OREGON

December 31, 1954.

NOTED
Harold [illegible]

Oregon State Highway Department
Mr. John W. Cattrall, Engineer
County and City Relations
Salem, Oregon.

NOTED
J. W. CATTRALL

Dear Sir:

Enclosed you will find tabulation sheet on proposed FAS oiling project 547, 548 and 660, west of Metolius and Culver.

As this is my first experience in this type of work it will be necessary for me to ask you some questions regarding it.

The county share of the match money will be available soon as we now have on hand approximately $13,000. Will it be necessary for us to do some preliminary work on the present road base prior to oiling? If so, we would like to have ample notice as our road crew is very limited.

It is the courts desire to co-operate with you and any information you can give us, at your convenience, will be appreciated.

Very truly yours,

H. A. Dussault
Judge

NOTED
J. F. HAGLMANN

RECEIVED
JAN - 4 1955
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JAN 4 1955
OREGON
STATE HIGHWAY COMMISSION

JEFFERSON COUNTY
PROPOSED PROJECT

FAS 547, 548, & 660 - Metolius-Culver Section, Approximately 10 Miles, $69,000. This project includes all of FAS 548 extending from the Culver State Secondary Highway near Metolius westerly and southerly to a junction with FAS 547 (Culver-Juniper Butte Road) approximately 1 mile west of Culver. It also includes all of FAS 660 extending from FAS 548 easterly along the section line common to sections 6 & 7, T. 12S., R. 13E. to a junction with the Culver State Highway, and that portion of FAS 547 extending from the Culver Highway at Culver westerly, southerly, westerly and southerly as far as funds will permit.

The mileage on FAS 548 is 5.76 and was originally constructed by state contract as the Metolius-Culver Section, Oregon Project S-108(1). The mileage on FAS 660 is approximately 0.94 mile. The mileage on FAS 547 would be governed by available funds, commencing at the Culver end of the project originally constructed as the North Unit, Culver-Juniper Butte Section, Oregon Project S-107(1), and extending westerly and southerly as funds will permit which is estimated to be approximately 3.3 miles.

The proposed project is to place an 0-11 20' wide with shoulders as required (mostly 1' to 2') on the existing cinder and talus base constructed in 1951 as an FAS project, excepting the 0.94 mile section on FAS 660 which the county plans to place in shape for oiling. The mileage estimate is based on the assumption no additional base or leveling course is required prior to oiling. In the event additional base or leveling material is necessary, the length of the project would be reduced accordingly to fit available funds. Any reduction in project length should come off of the section extending from the road junction approximately 1 mile west of Culver southerly towards Juniper Butte.

Dec. 27 '54

12/17/54

December 20, 1954

Honorable H. A. Dussault
Jefferson County Judge
Madras, Oregon

20547
" 528
" 660

NOTED
J. W. CATTRALL

NOTED

Dear Sir:

Enclosed are two copies of a tabulation describing the proposed FAS oiling project in the vicinity of Metolius and Culver. This project is thought to be in conformance with verbal discussions previously held between the Court and representatives of this office. If satisfactory, please have the Court indicate approval by signing and returning one copy of the tabulation to this office. Your immediate attention to this matter would be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

S-119(2) Orleans Tangent Jct. Sec. 1955
4487 of the Orleans-Lebanon Road.

NOTED
Harold C. Ayers

Form A-180—10M—9-55

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
J. F. HAGEMANN

Linn County
Albany, Oregon
Contract 4477
I-11-1(2)

Attn: County Court

RECEIVED
DEC 18 1956

Invoice No. 48849

Date December 17, 1956

Your Req. No.

Billing Request No. cc-278

Credit distribution: 522-1057-297

Final billing Orleans - Tangent Junction Section, PW 226, covered by agreement dated June, 1955.

Original Advance Deposit	19,100.00	
Less: Amt. previously transferred	15,100.00	
Balance Advance Deposit		4,000.00
County share of costs as per attached	16,121.15	
Less: Amt. previously transferred	15,100.00	
Balance		1,021.15
To be retained		$2,978.85

NOTED
C. G. SWENSON

ACCOUNTING DEPARTMENT OF BILLIN

By .....

NOTED
JOHN D. GRAHAM

State Printing 88944

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

Form A-150—10M—6-55

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
J. F. HALLMANN

Linn County
Albany, Oregon
(Contract 4477
F-111(2)

RECEIVED
DEC 18 1956

Invoice No. 18849

Date December 17, 1956

Your Req. No.

Billing Request No. cc-278

Credit distribution: 522-1057-297

Attn: County Court

Final billing Orleans - Tangent Junction Section, PAC 216, covered by agreement dated June, 1955.

Original Advance Deposit	19,100.00	
Less: Amt. previously transferred	15,100.00	
Balance Advance Deposit		4,000.00
County share of costs as per attached	16,121.15	
Less: Amt. previously transferred	15,100.00	
Balance		1,021.15
To be retained		$2,978.85

NOTED
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING

Request $ .....

By .....

NOTED
JOHN D. GRAHAM

State Printing 88944

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

December 17, 1956

Linn County Court
Courthouse
Albany, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the Orleans - Tangent Section of FAS 216 and it has been determined that the agreed county share of these costs is $16,121.15 as per the attached statement. As the county initially deposited $19,100. a refund of $2,978.85 is due.

In accordance with my telephone conversation with Commissioner Jenks, we are retaining this refund to apply towards the county's share of future FAS projects.

We already have on hand a retained refund of $2,919.65 which, when added to the above refund, makes a total of $5,898.50.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:te
Att.

cc: Walter Larsen
County Engineer

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS
Completed 9/8/55

County Linn Contract No. 4487 Date 12/14/56

FAS 216 Section Orleans-Tangent Junction

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. RS-1 asphalt in tack coat	ton	$ 60.00	3.46	$ 207.60
2. Class B asphaltic concrete	ton	5.45	10,452.11	56,964.00
3. Extra for asph. conc. approaches	each	25.00	28	700.00
6. 3/4"-0" material in shoulders	c.y.	2.50	4,375	10,937.50
7. Sprinkling	M/gal.	2.00	96	192.00
PA#1 Aggregate in pavement seal	c.y.	5.00	295	1,475.00
RS-1 emulsified asphalt in seal	ton	40.00	47.27	1,890.80
E.W.O.#1 Flagging (50%)				451.31

Subtotal	$72,818.21
Temporary Signs & Barricades	24.48
Construction Engineering	4,587.60
TOTAL CONSTRUCTION COSTS	$77,430.29
FEDERAL FUNDS COLLECTED FOR PROJECT	45,188.00

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total cost and federal funds)
($77,430.29 - $45,188) X 1/2 = $16,121.15

County Advance Deposit	$19,100.00
Less County Share Costs	16,121.15
REFUND DUE LINN COUNTY	$ 2,978.85

OPRB-1701

RECEIVED
NOV 3 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) November 2, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4487	2-Final	Warren Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21991	B-135348	$ 39,211.96	11/2/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: None

Completion Date: Sept. 8, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-3-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

FILED ON CARD

OPRS-1701

Lim

RECEIVED
OCT 25 1955
FOR FILING

OMME

S-112 (2)
4487

October 24, 1955

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4487 for work performed on the Orleans-Tangent Junction of the Orleans-Lebanon Road in Linn County was completed by the contractor, Warren Northwest, Inc., on September 8 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $39,218.96 will be released to the contractor on or after November 3, 1955. The total contract amount is $72,818.21, of which amount $451.31 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OPR8-1793
State Ore.
County Linn
Project No. S-119(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 23rd day of Sept., 1955, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 9th day of June, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 4.472 miles of 2-lane high type pavement
(Character of work)
between FAS 202 near Orleans and FA Route 37 in Lebanon
(Control points)
consisting of 4.472 miles of roadway and No (Number) bridges [redacted] miles in [redacted].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of fifty-seven thousand, three hundred and 00/100 dollars ($ 57,300.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is ninety-two thousand, six hundred six and 25/100 dollars ($ 92,606.25).

Comm—DC—32551

PAYMENTS

ARTICLE IV. - As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By Chas H Rummels
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-119(2)

ORLEANS-TANGENT JUNCTION SECTION

OF THE ORLEANS-LEBANON ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 9, 1955

Type Code 6201
Roadway (Sta. 1+06 thru Sta. 12+19.36=5+58.56 to Sta. 237+45.5)(Contract No. 4487)

36 tons	RS-1 Asphalt in Tack Coat	$ 60.00	$ 2,160.00
11,750 tons	Class "B" Asphaltic Concrete	5.45	64,037.50
38 only	Extra for Asphaltic Concrete Approaches	25.00	950.00
56 tons	150-200 Asphalt in Pavement Seal	35.00	1,960.00
580 cu.yd.	Aggregates in Pavement Seal	4.00	2,320.00
5,000 cu.yd.	3/4"-0 Material in Shoulders	2.50	12,500.00
130 cu.yd.	Sprinkling	2.00	260.00
		Subtotal	$ 84,187.50
		10% Engr. & Cont.	8,418.75
		Total	$ 92,606.25

Length of Roadway	4.471 miles
Length of 3 Structures	0.061 mile
Length of 1 Structure	0.073 mile (Exception)
Total Length	4.605 miles
Cost of Roadway per mile	$20,712.64

Federal Funds-	$ 57,300.00
State Funds-	17,653.12
County Funds	17,653.13
	$ 92,606.25

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Linn County with the Highway Department.

RECEIVED
SEP 16 1955
FOR FILING

September 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 8, 1955 on Contract No. 4407, Orlando-Tangent Junction Section, in Linn County, in connection with Federal Aid Project No. S-119(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:bb

cc: John Cottrell

Form E-1—1054

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 3, 1955, 19

Section Orleans-Tangent

Kind of work Paving

Highway Orleans-Lebanon Road

Section prefix 522-1057

Contractor Warren Northwest Inc.

Contract number 4487

Date of contract July 8, 1955, 19

Date of completion Sept. 30, 1955, 19

Date work started July 12, 1955, 19

Estimated date of completion Sept. 10, 1955, 19

Project authorization . . . . . $ 95,554.69

Exclusive of Engineering . . . . . $ 88,759.69

Per cent of time elapsed 68 %

57/84/27

Estimated cost of completed project, exclusive of engineering . . . . . $ 88,759.69

Per cent of contract completed, based on total contract price . . . . . 95 %

Engineering authorization . . . . . $ 6795.00

Engineering cost to date $ 3250, 48 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Tuesday placed pavement seal the full 4 miles plus on thisproject. RS1 and ¼"-10mesh cover on price agreement. There remains to complete driveways. Expect to finish next week.

OSCAR CUTLER

NOTED
H. G. SMITH

NOTED
FORREST CUNNER

NOTED
W. T. WRIGHT

RECEIVED
SEP 6 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed S. O. Mellin

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.54		4.54	4.54
Miles partially completed				-	4.54
Miles completed		4.54		4.54	
Total estimated quantities		5,000 ~~4375~~		580	11750
Estimated quantities moved or placed to date		4375		295	10,300
Average daily quantities		730		295	295
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1....., Power graders ....1....., Rollers ....1....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 26 1955
FOR FILING

S-1141(2)
4487

July 26, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4487, which was awarded to you on July 8 by the State Highway Commission, covering paving on the Orleans-Tangent Junction Section of the Orleans-Lebanon Road in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 21 1955
FOR FILING

S 117 (2)
4-157

July 18, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 12, 1955 on Contract No. 4487, Orleans-Lebanon Road Section, in Linn County, in connection with Federal Aid Project No. S-119(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:eh

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 11, 1955

Linn County Court
Court House
Albany, Oregon

Form A-150—10M—12-54

INVOICE

NOTED
J. W. CATRELL

Oregon State Highway Department

Salem, Oregon

Invoice No. 40210

Date July 18, 1955

Your Req. No.

Billing Request No. cc-185

Credit distribution: 522-1057-297

Linn County
Albany, Oregon

Attn: County Court

Advance Deposit	19,100.00
Partial transfer of county's share of total costs. Orleans–Tangent Junction Section of FAS 216, covered by agreement dated June, 1955.	15,100.00
To be retained	$ 4,000.00

RECEIVED
JUL 19 1955
CO

ACKNOWLEDGED

By G. R. Winkcomb

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 11, 1955

Linn County Court
Court House
Albany, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of an advance deposit of $19,100 in connection with the Orleans-Tangent section of FAS 216.

Contract No. 4487 has been awarded to Warren Northwest, Incorporated, and a copy of the contract is being forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. W. CATTRALL

Salem, Oregon
July 8, 1955

NOTED
V. R. JONES

Mr. W. C. Williams
O F F I C E

NOTED
Harold C. Ayers

We have received this date an advance deposit of $19,100 from Linn County in connection with the Orleans-Tangent Junction section of FAS 216. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

NOTED
J. F. HAGEMANN

JFH:mm

cc: Mr. S. H. Probert

W. E. DOWNING
COMMISSIONER

FLOYD D. JENKS
COMMISSIONER

E. G. ARNOLD
COUNTY JUDGE, LINN COUNTY
ALBANY, OREGON

July 7, 1955

NOTED
J. W. CATTRALL

Oregon State Highway Comm.
Salem, Oregon

Attention: John W. Cattrell, Engineer
City and County Relations

Gentlemen: Re: FAS-216

Enclosed you will find a warrant in the sum of $19,000.00 which is the advance deposit of 20% for the construction of the Orleans-Tangent junction, FAS-216.

Yours very truly,

Linn County Court

E. G. Arnold
County Judge

Floyd D. Jenks
County Commissioner

W. E. Downing
County Commissioner

RECEIVED
JUL 8 - 1955

EGA:mh
Enc.

Warrant No. 9472 for 19,000.00
Cash Advance 7-8-55
7 Copies

RECEIVED
JUL 8 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

July 5, 1955

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Linn County Court
Court House
Albany, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On July 1st the Highway Commission received a satisfactory bid from Warren Northwest, Inc., of Portland for construction of the Orleans-Tangent Junction section of FAS 216. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$84,187.50
Additional Anticipated Items	
Flagging	750.00
12-1/2% Engineering & Contingencies	10,617.19
Estimated Total Cost.....	$95,554.69
Advance Deposit of 20%.....	$19,100.00

Please make this deposit by means of a check or warrant in the amount of $19,100 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
JUL 1 1955
FOR FILING

S-119(2)
4457

July 8, 1955

Warren Northwest, Inc.,
P. O. Box 5072
Portland, Oregon

NOTED
J. Mc C.

Gentlemen:

The State Highway Commission on July 1, 1955, accepted your proposal for paving the Orleans-Tangent Junction Section of the Orleans-Lebanon Road in Linn County, for the sum of $84,187.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4487.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HHO:ig

cc: R. O. Savage (SIAC)
H. O. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.,
2418 Third Avenue
Seattle 1, Washington

RECEIVED
JUL 6 - 1955
FOR FILING

S-119(21)
4487

Salem, Oregon
July 5, 1955

243
45

Mr. John W. Cattrall

REC

SERVICE
Check the class of service desired; otherwise the message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 6, 1955
11:00 A.M.

Warren Northwest, Inc.,
Portland, Oregon

Contract for Orleans-Tangent Junction Section of the Orleans-Lebanon Road, Linn County, for which you submitted low bid on July 1, 1955, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
C. W. Head

RECEIVED
JUL 6 - 1955
FOR FILING

S-119(21)
44x7

Salem, Oregon
July 5, 1955

Maintenance 243
Finance 95

Mr. John W. Cattrall
City & County Relations Dept.
B U I L D I N G

Dear Mr. Cattrall:

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Linn County covering the Orleans-Tangent Junction Section, FAS 216.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Linn County Court.

Very truly yours

Secretary

rn
Attach: 5

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

June 16, 1955

Linn County Court
Court House
Albany, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, and a set of plans and specifications in connection with the Orleans-Tangent Junction section of FAS 216 for which bids are to be accepted on July 1st.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $100,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement is a standard form required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than August 31, 1955.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. These documents should be mailed so as to arrive in Salem not later than June 24th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
Harold C. Ayers

Memo to J. W. Nash
4/22/55

NOTED
J. W. CATTRALL

Orleans-Tangent Section
FAS Route 216

This project extends from FAS 202 at Orleans, easterly to FA Route 3 approximately 1 mile north of Tangent. This section was constructed in 1952-1953 under Oregon Project 8-119(1), Tangent (Orleans-Oak Creek School) Section, which project was for grading, base, and a 20-foot wide type O-11 oil mat wearing surface with 2' shoulders. The shoulders as they exist today, however, are 3' to 5' in width. Since completion of the oil mat wearing surface on this section of road the traffic volume has increased from a 1952 A.D.T. of 160 to a 1954 A.D.T. of 850. As a result the type O-11 oil mat has proved to be too light a wearing surface and is not expected to hold up without excessive maintenance costs.

The proposed project is to place 3-1/2" of asphaltic concrete 20 feet in width directly over the existing oil mat wearing surface, reshape the existing shoulders, and construct crushed rock or gravel shoulders 3' in width. The county, without federal cooperation, will dig out and backfill with clean rock or gravel a soft spot which has developed immediately east of the Oregon Electric tracks and correct a fill settlement approximately 0.35 mile from the west end of the proposed project, finishing both sections with a bituminous binder prior to the FAS project.

This road serves as a connecting route between Albany and Corvallis and the Lebanon area and Corvallis as well as giving direct service to the large farms in the adjacent area.

Linn County
4.5 miles

Funds:		
	Federal	$ 60,000
	State	20,000
	County	20,000
	Total...	$100,000

JFH:mm

RECEIVED
APR 26 1955
FOR FILING

S-119-(2)
44187

4 t
4/13/55

April 20, 1955

County Court of Linn County
Courthouse
Albany, Oregon

Gentlemen:

The State Highway Commission at its meeting on April 13 discussed your request for an additional Federal-aid Secondary project described as pavement construction on a 4.5 mile section of the Orleans-Tangent Road (FAS 216). The section extends easterly from Orleans on the Corvallis-Eastside State Secondary Highway to a connection with the Pacific Highway about one mile north of Tangent.

The Commission approved the project and authorized an allotment of $100,000 of FAS 1956 funds to finance the improvement.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

RECEIVED
APR 11 1955
FOR FILING
Court
R/W
St. Road
Finance

April 8, 1955

Oregon State Highway Commission

Gentlemen:

We have a request from Linn County for an additional federal-aid secondary project as described in the enclosed statement (map attached).

FAS 216 between Orleans and Tangent was carrying approximately 160 vehicles per day before being approved to an oil standard. Immediately after such improvement traffic on this highway jumped up to approximately 850 vehicles daily and reinforcement of the light oil surfacing is necessary. The three and one-half inches of asphaltic concrete pavement proposed will render the highway satisfactory and decrease maintenance costs materially.

I recommend your approval of this project, which, if approved, will leave unprogrammed federal-aid secondary county road funds in the amount of $2,033,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me gm
Encl.

cc W. C. Williams
J. W. Cattrall
H. G. Smith
S. H. Probert
C. H. Maison

ADDITIONAL PROPOSED 1956 COUNTY FAS PROJECT (4/8/55)

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Linn	216	Orleans-Tangent Section, 4.5 miles. Pave.	$ 100,000	'56

SUMMARY BY FISCAL YEARS:

	1955	1956	1957	Total
Available 8/1/54	$393,000	$3,100,000	$3,100,000	$6,593,000
Previously Approved	361,000	2,659,000	1,440,000	4,460,000
Unprogrammed Balance	$ 32,000	$ 441,000	$1,660,000	$2,133,000
Proposed Project 4/8/55		100,000		100,000
Unprogrammed Balance	$ 32,000	$ 341,000	$1,660,000	$2,033,000

- -

LINN COUNTY
PROPOSED PROJECT

FAS 216 - Orleans-Tangent Section, 4.5 miles, $100,000. This section extends from the Corvallis-Eastside State Secondary Highway at Orleans, easterly to the Pacific Highway approximately 1 mile north of Tangent.

The proposed project is to place 3-1/2" of asphaltic concrete 20 feet in width directly over the existing oil mat wearing surface, reshape the existing shoulders, and construct crushed rock or gravel shoulders 3 feet in width. The county with its own forces will dig out and backfill with rock or gravel the soft spot immediately east of the O.E. tracks and correct the fill settlement near station 18+65, finishing both sections with a bituminous binder prior to the proposed FAS project.

ADDITIONAL PROPOSED 1956 COUNTY FAS PROJECT (4/8/55)

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Linn	216	Orleans-Tangent Section, 4.5 miles. Pave.	$ 100,000	'56

SUMMARY BY FISCAL YEARS:

	1955	1956	1957	Total
Available 8/1/54	$393,000	$3,100,000	$3,100,000	$6,593,000
Previously Approved	361,000	2,659,000	1,440,000	4,460,000
Unprogrammed Balance	$ 32,000	$ 441,000	$1,660,000	$2,133,000
Proposed Project 4/8/55		100,000		100,000
Unprogrammed Balance	$ 32,000	$ 341,000	$1,660,000	$2,033,000

- -

LINN COUNTY
PROPOSED PROJECT

FAS 216 - Orleans-Tangent Section, 4.5 miles, $100,000. This section extends from the Corvallis-Eastside State Secondary Highway at Orleans, easterly to the Pacific Highway approximately 1 mile north of Tangent.

The proposed project is to place 3-1/2" of asphaltic concrete 20 feet in width directly over the existing oil mat wearing surface, reshape the existing shoulders, and construct crushed rock or gravel shoulders 3 feet in width. The county with its own forces will dig out and backfill with rock or gravel the soft spot immediately east of the O.E. tracks and correct the fill settlement near station 18+65, finishing both sections with a bituminous binder prior to the proposed FAS project.

ADDITIONAL PROPOSED 1956 COUNTY FAS PROJECT (4/8/55)

County	FAS Hwy. No.	Section and Description	Programmed Amount	FAS Fund
Linn	216	Orleans-Tangent Section, 4.5 miles. Pave.	$ 100,000	'56

SUMMARY BY FISCAL YEARS:

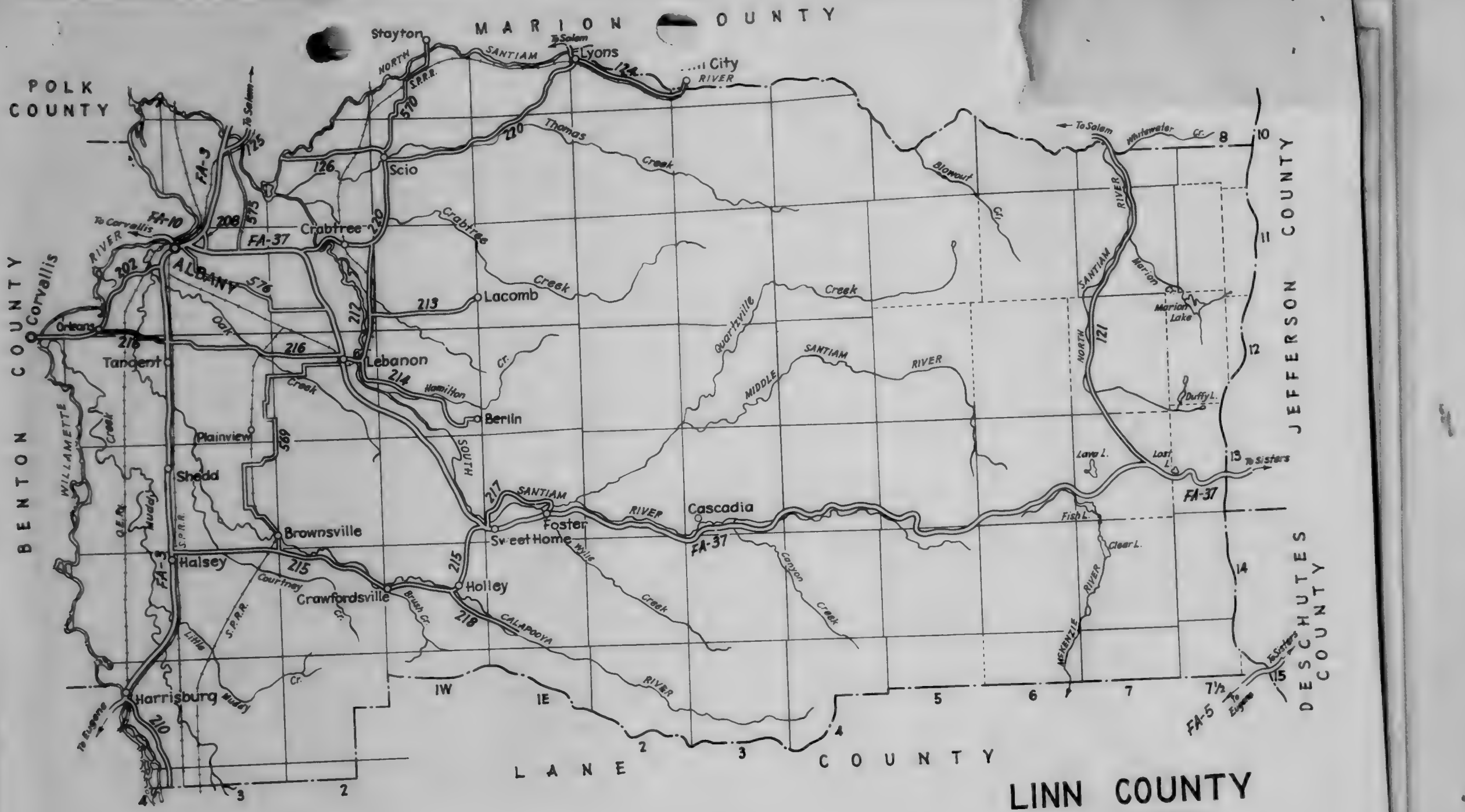
	1955	1956	1957	Total
Available 8/1/54	$393,000	$3,100,000	$3,100,000	$6,593,000
Previously Approved	361,000	2,659,000	1,440,000	4,460,000
Unprogrammed Balance	$ 32,000	$ 441,000	$1,660,000	$2,133,000
Proposed Project 4/8/55		100,000		100,000
Unprogrammed Balance	$ 32,000	$ 341,000	$1,660,000	$2,033,000

- -

LINN COUNTY
PROPOSED PROJECT

FAS 216 - Orleans-Tangent Section, 4.5 miles, $100,000. This section extends from the Corvallis-Eastside State Secondary Highway at Orleans, easterly to the Pacific Highway approximately 1 mile north of Tangent.

The proposed project is to place 3-1/2" of asphaltic concrete 20 feet in width directly over the existing oil mat wearing surface, reshape the existing shoulders, and construct crushed rock or gravel shoulders 3 feet in width. The county with its own forces will dig out and backfill with rock or gravel the soft spot immediately east of the O.E. tracks and correct the fill settlement near station 18+65, finishing both sections with a bituminous binder prior to the proposed FAS project.



LINN COUNTY

FAS SYSTEM

Jan., 1954

'LEGEND'

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

FORM E-30 25M 9-51 83318

NOTED
J. W. CATTRALL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1955

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

PLEASE RETURN TO
W. C. WILLIAMS

Linn County has requested a county FAS project for asphaltic concrete paving of that portion of FAS 216 (Orleans-Lebanon County Road) from Orleans to the Pacific Highway near Tangent, as shown colored in red on the attached map. Following the county's initial request, Mr. Walker, Division Engineer, was consulted and, after inspecting the section of road, he has recommended placing 3-1/2" of asphaltic concrete on the existing oil mat wearing surface and constructing 3-foot shoulders. It is Mr. Walker's opinion that 3-foot shoulders could be obtained by reshaping the existing 3-foot to 5-foot shoulders and adding crushed material as required.

This section of road was constructed to a type O-11 wearing surface in 1952 and 1953 by the Highway Department as an FAS project under our former policy wherein the county did not participate in the construction costs. The average daily traffic volume has since increased from a 1952 count of 160 to a 1954 count of 850. As a result there has been some spot breakage in the oil mat and the county is of the opinion maintenance of this light oil mat will become increasingly difficult under present traffic.

The proposed project as recommended by Mr. Walker and concurred in by the county would be as follows:

Linn County, FAS 216
Orleans Tangent Section, 4.5 Miles, $100,000 (1956 Funds)

This section extends from the Corvallis-Eastside State Secondary Highway at Orleans, easterly to the Pacific Highway approximately 1 mile north of Tangent.

The proposed project is to place 3-1/2" of asphaltic concrete 20 feet in width directly over the existing oil mat wearing surface, reshape the existing shoulders, and construct crushed rock or gravel shoulders 3 feet in width. The county with its own forces will dig out and backfill with rock or gravel the soft spot immediately east of the O.E. tracks and correct the fill settlement near station 18+65, finishing both sections with a bituminous binder prior to the proposed FAS project.

It is requested that we be advised whether or not the above project would be acceptable. If it is we will prepare the proper tabulation for submission to the Highway Commission. If not it would be necessary to again consult with the county as any design which would require

additional base material over the oil mat would necessitate regrading and additional right of way in order to obtain the minimum 26-foot width as required by the AASHO standards for the present traffic volume.

The following information is offered in connection with this section of road:

(1) This section was constructed under Contract No. 3734, completed June 25, 1953, as part of the Tangent (Orleans-Oak Creek School) section of the Orleans-Lebanon County Road. This was a county road FAS project; however, under the policy in effect at that time the county did not participate in the construction costs, furnishing required right of way only.

(2) The project consisted of grading, placing pit-run gravel base, and constructing a 20-foot wide O-11 with binder course to a minimum total base and wearing surface thickness of 12". No crushed leveling course was used between the pit-run base and oil mat.

(3) The typical section called for 2-foot shoulders; however, the actual constructed shoulder width varies from 3 feet to 5 feet.

(4) The horizontal alignment meets minimum AASHO standards for an A.D.T. of from 400 to 1,000 with one exception. This exception is a 10^{o} curve as against the AASHO minimum of 9^{o} for flat topography.

(5) Vertical alignment meets all standards.

(6) Present A.D.T. is 850 (late 1954 count). Mr. Walter Larsen, Linn County Engineer, advises that of this 850 approximately 50 vehicles would fall in the heavy truck classification.

(7) Condition of existing oil mat:

(a) In the 4.5 mile section there are 15 to 20 cold mix patches of from 1 to 6 square yards in size.

(b) Immediately east of the Oregon Electric tracks is a section approximately 20 feet in length extending the full width of the oil mat which is soft and is shoving. The county plans to dig this spot out and backfill it with clean rock or gravel. A bituminous binder will then be constructed as a temporary wearing surface.

(c) Approximately 0.3 mile east of the west terminus a small fill through a slough area has settled approximately 2 feet, although there is no break in the wearing surface. The county plans to restore the original grade with rock or gravel and a bituminous binder for a temporary wearing surface.

(d) The balance of the 4.5 miles is generally in good shape with no rutting or other deformations.

(8) This requested improvement in no way represents a complaint by the county against the original construction. The Court realizes that the basic cause of any troubles which may develop on this section of road is the unusual increase in traffic after the road was improved to an oil mat wearing surface. That portion of the original FAS project extending from the Pacific Highway east to Oak Creek School is giving no trouble as the traffic volume has shown only normal increase.

(9) An early decision on this matter would be appreciated as the county would like to have the work performed this summer so as to eliminate next winter's maintenance cost if the proposed project is acceptable.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

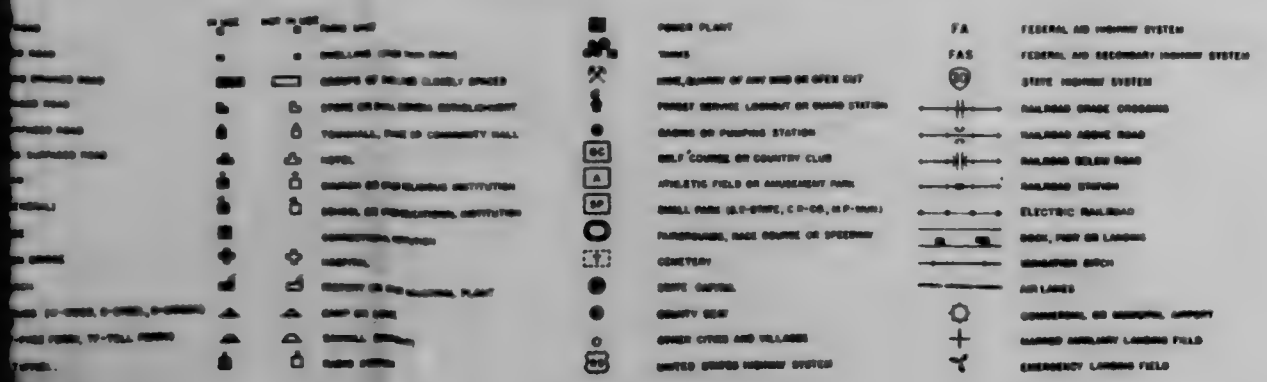
JFH:mm
Att.

RECEIVED
APR 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

LEGEND



GENERAL HIGHWAY MAP

LINN COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U. S. DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM

STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

1 0 1 2 3 4 Miles

1936

REVISED 1939

122° 50' 122° 40' 122° 30'

SHEET 2 OF 4 Polyconic Projection

SEPTEMBER, 1936 LINN COUNTY OREGON 22

122° 50'
122° 40'
122° 30'
44° 50'
44° 40'
N
To Portland
To Salem
To Mill City
MARION COUNTY
SANTIAM
NORTH
SOUTHERN
PACIFIC
RIVER
SANTIAM
MARION COUNTY
SOUTHERN
PACIFIC
SANTIAM
RIVER
MARION CO.
KINGSTON
LYONS
FOX VALLEY
GOOCH
POTTER
SHELBURN
WEST SCIO
SCIO
JORDAN
GILKEY
CRABTREE
SOUTH
GRIGGS
LARWOOD
LACOMB
BREWSTER
T. 10 S.
T. 11 S.
R. 1 W.
R. 1 E.
R. 2 E.
MERIDIAN
Beaver Creek
Jordan Creek
Thomas Creek
Crabtree Creek
Roaring Creek
Shitt Creek
Hunter Creek
Coldwater Creek
Oak Creek
South Fork Gilkey Creek
Indian Creek
WILLAMETTE NATIONAL FOREST
Thomas Cairn 4332
Snow Peak

123° 10'
123° 00'
122° 50'
44° 30'
N
ALBANY
Pop. 5654
To Corvallis
SHELBURN
SCIO
WEST SCIO
GILKEY
CRABTREE
GRIGGS
BREWSTER
FROMAN
FRY
SOLTRA
WILSON LAKE
THIRD LAKE
SECOND
Knox Butte
GC
COLORADO LAKE
ORLEANS
Lower Kiger Island
To Salem
POLK COUNTY
MARION COUNTY
BENTON COUNTY
SANTIAM
RIVER
NORTH
SOUTH
SOUTHERN PACIFIC
WILLAMETTE
OREGON ELECTRIC
Crabtree Creek
Calapooia
Calapooia
Courtney Creek
Griggs Creek
Oak Creek
Cox Creek
Cox Creek
Power Ditch
Fork
T. 10 S.
T. 11 S.
R. 1 W.

BENTON COUNTY

COLORADO LAKE

ORLEANS

GRAY

CORVALLIS

TAMPICO

VERSHIRE

OAKVILLE

TANGENT

LOWSON

TALLMAN

SOLTRA

FRY

LEBANON

Peterson Butte 1430'

PLAINVIEW

BREWSTER

WATERLOO

SODAVILLE 99 Pop

LEBANON

To Sweet Home

R 4 W.

R 3 W.

R 2 W.

R 1 W.

T 13 S.

T 14 S.

T 15 S.

OREGON ELECTRIC

SOUTHERN PACIFIC

WILLAMETTE

Calapooia

Santiam

Hamilton Creek

Sweet Home Creek

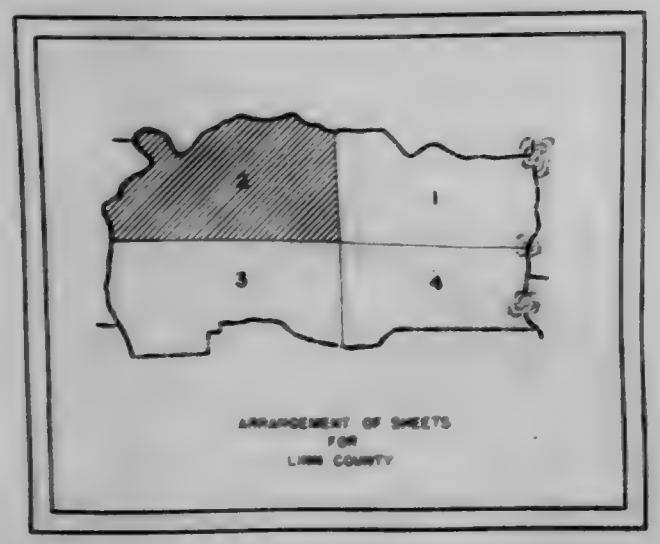
Butte Creek

Powers Ditch

123° 15'

123° 00'

122° 30'



ARRANGEMENT OF SHEETS
FOR
LINN COUNTY

TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

LEGEND

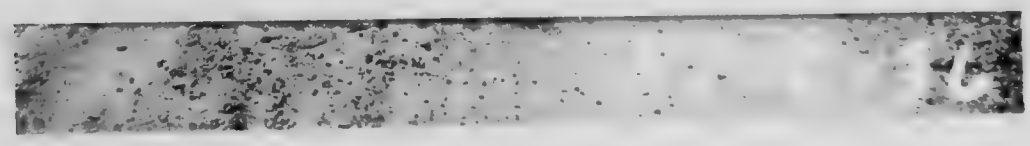
S-205(1) Bruce Jct.-Martins Lake Sec., 1955
Martins Lake Road
#4488

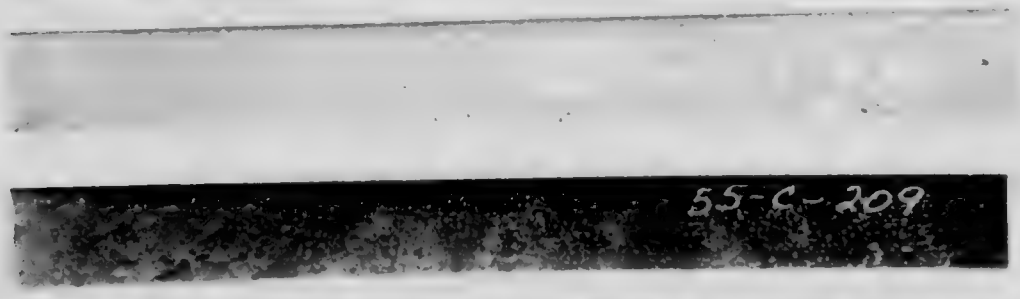
FAS 978 County Iberia Contract No. _____

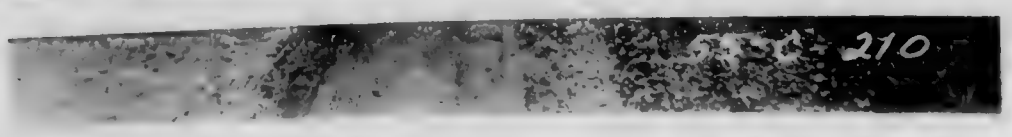
Section _____

Location _____

_____







55-C-209

55-C-210

55-C-211

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55-C-211

55-C-211

NOTED
Harold C. Ayers

December 26, 1956

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the Beaver Creek School Twin Bridges Section of FAS 206 and the Bruce Junction - Martins Lake Section of FAS 578. The costs are shown in the attached tabulations.

The refunds of $1,453.21 and $246.00 due the county will be made by a check from our Accounting Division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

Lie this Fas 206

Form A-180—1021—9-55

(ED

INVOICE

Oregon State Highway Department

SALEM, OREGON

Lent n County
Corvallis, Oregon

Attn: County Court

Invoice No. 48926

Date December 26, 1956

Your Req. No.

Billing Request No. [illegible]

Credit distribution: [illegible]

Final billing rure contin - Intst Hwy No. [illegible], covered by agreement dated June, 1955.

Original Advance ler cit
Less: Amt. previously transferred — 12,750.00
Balance — [illegible]

2,750.00

County s hare of costs a or estimated
Less: Amt. previously transferred — 12,504.00
Balance — [illegible]

2,504.00

To be refunded

$ 246.00

ACKNOWLEDGMENT OF BILLING REQUEST

te Printing 88944

Cash Received with Request: $_____

By _____

[illegible] Engineering — 10,042.24

TOTAL CONSTRUCTION COST — $56,930.00
FEDERAL FUNDS COLLECTED FOR PROJECT — $31,922.00

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total cost and federal funds)
($56,930.00 - $31,922.00) X 1/2 = $12,504.00

County Advance Deposit	$12,750.00
Less County Share Costs	12,504.00
REFUND DUE COUNTY	$ 246.00

OREGON STATE HIGHWAY DEPARTMENT

COMPLETED

ITEMIZED STATEMENT OF FINAL COSTS

County Benton

Contract No. 4438 Date 12/21/56

FAS 578 Section Bruce Jct. - Martins Lake Section

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	All	$2,600.00	100%	$ 2,600.00
2. Drainage excav., unclass.	c.y.	3.00	266.73	800.19
3. Special borrow excav.,unclass.	c.y.	.40	4,064	1,625.60
4. General excav., unclass.	c.y.	.33	8,716.2	2,876.35
5. Short overhaul	yd.sta.	.02	8,236.9	164.74
6. Long overhaul	C-yd.sta.	1.00	187.90	187.90
7. Truck haul	[illegible] mi.	.20	4,064	812.30
8. Finish R/E & slopes	mile	400.00	[illegible]	1,624.00
9. 12" concrete pipe	l.f.	2.00	282	564.00
10. 18" " "	l.f.	3.80	177	672.60
11. 24" " "	l.f.	6.00	96	576.00
12. 30" " "	l.f.	7.60	141	1,072.60
13. 36" " "	c.y.	10.00	135	1,350.00
14. Class "A" concrete	lb.	60.00	35.81	2,148.60
15. Metal reinforcement	each	.125	5,345.48	668.19
16. Metal sight posts	c.y.	4.00	20	80.00
17. Coarse mat'l. in surfacing	c.y.	.80	15,308	12,246.40
18. 3/4"-0 mat'l in surfacing	M/gal.	3.25	2,648	8,606.00
19. Sprinkling	c.y.	2.50	341	852.50
20. Loose riprap	c.y.	1.00	6,721	6,384.00
PA#1 Gravel fill mat'l in place	bbl.	1.00	790	790.80
PA#2 Cement adj.,favor of contractor				21.06
Force account - repair water damage				206.28
	Subtotal			$46,829.61
	Temporary Signs & Barricades			47.34
	Permanent Signs			12.81
	Construction Engineering			1,042.24
	TOTAL CONSTRUCTION COST			$56,930.00
	FEDERAL FUNDS COLLECTED FOR PROJECT			$31,922.00

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total cost and federal funds)
($56,930.00 - $31,922.00) X 1/2 = $12,504.00

County Advance Deposit	$12,750.00
Less County Share Costs	12,504.00
REFUND DUE COUNTY	$ 246.00

RECEIVED
NOV 21 1956
FOR FILING

5.2.1.5(1)
4487

November 21, 1956

Mr. C. J. Kidon, Contractor
Post Office Box 5606, Renton Station
Portland, Oregon

Dear Sir:

We have again reviewed your claim for additional compensation for backfill materials used in the foundation for the box culvert extension at Engineer's Stations 2+50 and 23+40 as per your letter of November 7.

It appears that you have been paid for this backfill material in accordance with the applicable Standard Specifications, Sections 2.34.5 and 2.34.6. This method of payment was explained to your representative, Mr. Gleissman, at the time the work was done, and it was agreeable to him. You are no doubt aware that the specifications above referred to would be quite meaningless if they only had effect after the contractor had developed his source of surfacing material, as construction of box culverts are one of the first things done on a job. You undoubtedly saved money by securing this material from the Corvallis Sand and Gravel plant over furnishing this material from the acceptable source named in the contract.

In view of the above, your claim for an additional $54.45 (this being the difference in cost to you and the amount received from the State in payment for furnishing this material) must be rejected.

Very truly yours,

M. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. C. H. Nelson
Mr. S. H. Probert
Mr. J. D. Walker

LHY:jc fn

FORM ESO—SOM—9-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1956

SUBJECT: Bruce Junction-Martins Lake
County Road
Contract No. 4488

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

You have received from Mr. C. H. Maison a letter of claim from Mr. C. J. Eldon for additional compensation for backfill material furnished at the site of two box culverts on the subject named job.

This claim was previously rejected by letter of January 19, a copy of which is attached. I am attaching hereto a suggested rough draft of a letter to Mr. Eldon rejecting this claim for the second time.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:jc

Attach.

RECEIVED
NOV 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Salem, Oregon
November 13, 1956

Claim submitted by
C. J. Eldon re Contract
No. 4488

Mr. Tom Edwards
Construction Engineer
O F F I C E

Will you please give me a report and recommendation on the claim received from C. J. Eldon on State Highway Contract No. 4488. This is the subject of a letter from Mr. Maison to me dated November 13 with a copy to you.

Forrest Cooper
Deputy State Highway Engineer

FC:fm

cc Mr. W. C. Williams
Mr. C. H. Maison

FORM E30—50M—11-53—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1956

SUBJECT:

To: Forrest Cooper

Attached herewith, a copy of a letter received from C. J. Eldon claiming additional compensation for State Highway Contract No. 4488.

The Final Estimate is being processed for payment in the amount of $1,420.23.

C. H. Maison

C. H. Maison

CHM:cg

Attachment

cc: C. W. Enfield
Tom Edwards
S. H. Probert

RECEIVED
NOV 13 1956
OFFICE OF
STATE HIGHWAY ENGINEER

C. J. ELDON
CONTRACTOR

P. O. BOX 5000, ESTON STATION
Portland, Oregon

November 7, 1956.

Oregon State Highway Commission,
State Highway Building,
Salem, Oregon.

Subject: Final Estimate
Contract # 4488

Gentlemen:

When the box-culvert extensions were constructed at engineer's stations 2+50 and 23+40 your engineer directed that the washed-out portions of the site that was under the body or floor of the structures be filled with gravel. This work was done prior to the grading and surfacing operations. The source of the coarse surfacing materials had not been opened.

Our engineer, Mr. Giebisch, who was looking after the job made arrangements, with your engineer's consent, to bring the gravel from the Corvallis Sand & Gravel Co. and make the required embankment or fill.

It was reported to this office that the agreement between Mr. Giebisch and your engineer was that the cost of making this fill was to be converted and paid for as "Coarse Materials" in the base.

The actual cost was :

20	cubic yards of gravel from Corvallis at $2.90 per cubic yard	$ 58.00
	Labor placing and tamping	12.48
	Total	70.48

Your engineer has allowed in the estimate 20 cubic yards of "Coarse Materials" in base at the rate of $0.80 per cubic yard, amounting to $ 16.00

This leaves a deficit in the "Final Estimate" of $ 54.48.

Very truly yours,

C. J. ELDON, Contractor

By C. J. ELDON

January [illegible], 1950

Mr. C. J. Hilton, Contractor
P. O. Box [illegible] - Benton Station
Portland, Oregon

Subject: Monthly Estimates, Contract No. 4488

Dear Sir:

Reference is made to your letter of December ?? in which you point out where, in your opinion, payment on the estimate was not consistent with the work done.

In this connection, I wish to advise as follows on the current estimate of January 10:

1. Drainage excavation previously estimated has now been figured and the actual yardage listed.

2. Gravel backfill used in the foundation for the box culvert amounted to [illegible] cubic yards. In the special provisions for this contract, under "Reinforced Concrete Box Culvert", it is stated that the standard specifications for concrete box culverts as given in Division 3, Section 34, of the standard specifications shall apply. In accordance with Article 2.[illegible].5 and [illegible].4, the Resident Engineer notified your representative that this backfill material would be paid for under the surfacing item, "Course Material in Surfacing."

3. "Truck Haul" has been allowed on a full mile basis on estimated yardage which is still subject to remeasure.

Very truly yours,

L. H. Young
Assistant Construction Engineer

LHY:dt

OREGON STATE HIGHWAY DEPARTMENT

S-205 (1)
4488

(date)
November 19, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4488	2-Final	C. J. Eldon, Contractor	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24660	H-165812	$ 1,420.23	11/16/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1955

Time Extensions: to July 1, 1956

Completion Date: June 4, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-19-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 20 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
NOV 1 1956
FOR FILING
S-2663 (1)
4488

November 1, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4488 for work performed on the Bruce Jct.-Martins Lake Section of the Martins Lake Road in Benton County was completed by the contractor, C. J. Eldon, on June 4, 1956 and was formally accepted by the Highway Commission on August 16, 1956.

Final payment in the amount of $1,420.23 will be released to the contractor on or after November 12, 1956. The total contract amount is $46,829.61, of which amount $206.28 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 13 1956
FOR FILING

S-203 (1)

4488

September 17, 1956

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. J. Alden on contract No. 4488, covering the Bruce Jct.-Martins Lake Section of the Martins Lake Road in Benton County. This payment, in the amount of $952.83, will be released to the contractor on or after September 27, 1956. The retained percentage is $1,404.41.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED

FORM S-123 1956 REVISED 1-56

RECEIVED
JUL 20 1956
FOR FILING

S-2(2)(1)
4488

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. S. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 19, 1956

C. J. Elden, Contractor
P. O. Box 5686
Portland, Oregon

Dear Sir:

The State Highway Commission at its meeting on July 12 had under discussion your request for an extension of time from November 30, 1955 to July 1, 1956 within which to complete your contract No. 4488, for grading and surfacing on the Bruce Jt.-Martins Lake Section of the Martins Lake Road in Benton County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

S. F. Walters,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
JUN 26 1956
FOR FILING

June 26, 1956

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to C. J. Eldon a portion of the funds heretofore retained by the Commission on contract No. 4488, covering the Bruce Jct.-Martins Lake Section of the Martins Lake Road in Benton County. This payment, in the amount of $20,224.40, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,374.94. The present payment will be released on or after July 6, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 13 1956
FOR FILING

June 12, 1956

Oregon State Highway Commission

Request for Extension of Time
No. 1
July 12 and 13 Meeting

Gentlemen:

Herewith is a request from C. J. Elden for an extension of time on the Bruce Junction-Martins Lake Project, Contract No. 4680, from November 30, 1955 to July 1, 1956.

The contractor did not prosecute this project in an entirely satisfactory manner and was somewhat dilatory, but, owing to the extremely severe weather conditions during the late fall of 1955, it is extremely doubtful whether he could have completed the job on time if sufficient equipment and personnel had been provided. The project was to be completed on November 30, but early November rains, cold weather, and snow practically caused a shutdown of his operations. I quote, for instance, from the Resident Engineer's Weekly Report for the week ending November 19, 1955: "Contractor worked to Wednesday noon and quit on account of snow and cold weather." Later the gravel pit filled with water and the subgrade did not become sufficiently stable to proceed with surfacing operations.

It was April 16, 1956 before the road had dried out sufficiently to permit the contractor to resume operations. He then prosecuted the work in a satisfactory manner and completed the job on June 4.

Due to the extremely severe weather conditions and further to the fact that little or no inconvenience or extra cost was incurred, I recommend that the extension of time be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper

WCW:me fn

RECEIVED
JUN 11 1956
FOR FILING
S-205(1)
4485

June 11, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 4, 1956 on Contract No. 4488, Bruce Junction-Martins Lane Section, in Benton County, in connection with Federal Aid Project No. S-205(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:bb

cc: John Cattrall

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

S-205 (1)

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 9, 1956, 19

Section Bruce Jct.-Martins Lake — Kind of work Grading & Surfacing

Highway Martins Lake Road — Section prefix 502-1036

Contractor C.J.Elden — Contract number 4488

Date of contract July 11, 1955, 19 — Date of completion Nov. 30, 1956, 19

Date work started Aug. 9, 1955, 19 — Estimated date of completion June 4, 1956, 19

Project authorization . . . . . $ 63,990.00 — Per cent of time elapsed 226 %
Exclusive of Engineering . . . . . $ 59,439.60 — 323/143

Estimated cost of completed project, exclusive of engineering . . . . . $ 59,439.60

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization . . . . . $ 4550.40

Engineering cost to date $ 7500, 165 % — Date project was completed 6 - 4, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor placed sight posts Sta. 22—24 completing project Monday. The County placed RC 3 binder course with 3/4-0 cover material throughout project to hold surfacing.

Took County Judge and Commissioners over the project Wednesday. They expressed themselves as satisfied with the completed project.

Inspector in the office completing work for final estimate.

RECEIVED
JUN 11 1956
OFFICE OF
CONSTR. ENGINEER

"NOTED"
L. H. Young

Signed S Wallis

NOTED
V. D. WOLFE

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 56386

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.6	2.6			
Miles partially completed					
Miles completed	2.6	2.6			
Total estimated quantities (contract)	14,200	19,400			
Total quantities corrected to date	13,000	18,000			
Estimated quantities moved or placed to date	13,000	18,000			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week		2			

Men 1

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	shrs		
Wednesday	cldy		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
FOR FILING

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1955

To: Mr. J. D. Walker
Division Engineer
O f f i c e

SUBJECT: Bruce Jct.-Martins Lake
Martins Lake Road
Contract No. 4488

Reference is made to Laboratory Report No. 381347, dated December 20, 1955 showing that the material proposed to be used as an admixture to the pit-run gravel from the Benton County pit, as represented by Laboratory Report No. 360941, dated April 21, 1955, has a P.I. of 5. The proposed gravel appears to have a satisfactory grading, and an addition of gravelly soil with a high P.I. to this may result in an unsuitable base for an oiled surface.

Will you please instruct the resident engineer to submit samples of the resultant mixture as soon as practicable so that tests can be run to determine the suitability of the mixture.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
RECEIVED
JUL 17 1955
FOR FILING
S-2051
4488

C. J. ELDON
CONTRACTOR

P. O. BOX 5686, KENTON STATION
Portland, Oregon

November 16, 1955.

NOTED
W. C. WILLIAMS

R. H. Baldock, State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Subject: Contract No. 4488

Dear Sir:

Following up our letter to you dated Nov.5, 1955, in re, the above referred to contract we have to report that we contacted Mr. Walters, the engineer under whom the work is being done. By pre-arrangement we met him on the work the afternoon of November 8, 1955.

At that time the gravel topping was being put on the road. The travelled way was firm and solid. There were a number of places where the soft shoulders were encroaching upon the edges of the travel-way. We had bladed this soft material as far off thetravel-way as far is was practical. We were rolling it but in places it was so slick that the roller would just slide sidewise into the ditch from whence it would have to be pulled with the grader.

Mr. Walters would not permit topping to be placed on these sections - not even on the solid sections. The crew was skipping these sections and applying the gravel on those sections of the road that were solid the full width of the road.

It was suggested to Mr. Walters that if he had any ideas of suggestions that would expedite the work we would be very glad to co-operate. He observed that there usually was a few weeks nice weather following the fall storms - that there remained only a small part of the road to be graded and that it could be done in a very short time.

If the snow and cold weather continues as it is to-day even the surfacing will have to be deferred.

Very truly yours,

C. J. ELDON, Contractor

By C. J. ELDON

RECEIVED
NOV 17 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1955
FOR FILING

S. 0. 5 (
4488

REFERRED TO
W. C. Williams
Hy State Highway Engineer

C. J. ELDON
CONTRACTOR

P. O. BOX 5686, KENTON STATION
Portland, Oregon

November 5, 1955.

W. C. WILLIAMS

R. H. Bladock, State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Subject: Contract No. 4488

Dear Sir:

This letter is to acknowledge your nice letter to us dated October 31, 1955, referring to Contract No. 4488 Bruce Junction-Martins Lake Section of Martins Lake County Road in Benton County, Oregon.

Progress on this project has been hindered principally by reason of the rainy, wet weather. During the month of October there was an unusual amount rainrains that stopped grading operations completely.

Under "MISCELLANEOUS PROVISIONS", "Provision for Traffic", page No. 10 of the contract, certain restrictions in doing the work are set forth.

In order to comply with the requirements as therein stated and to provide and maintain roads over which school busses and local residents could pass without appreciable inconvenience we endeavored to keep the gravel surface that was on the road undisturbed and in tact.

At a number of places where it was necessary to break the gravel surface we hauled gravel from the excavations in the vicinity of stations 20/00 to 32/00 and spread over the freshly graded sections to provide firm footing for busses and other vehicles. Even with this precaution the grade became so slick and slimy that it was, more or less, a hazard if one got off the gravel.

The rains so softened the freshly graded roadbed that it was impossible to finish it with the power grader. The earth would just roll up in balls ahead of the blade. The more we worked it the worse it became.

Unless the rains stop coming it may become questionable, if not impossible, to finish the road as planned.

The equipment we have on the job consists mainly of

1 Power crane-dragline w/ clamshell
1 Caterpillar No. 12 Motor Grader w/scarifier
2 Caterpillar Tractors
2 Bulldozers

1 copy to Mr. Enfield
Mr. Walker

1 Caterpillar Carry-all Scraper
1 10-Tone 3-wheel Power Roller
1 Water tank
1 Grease trailer
2 Dump trucks
a complement of small tools.

The equipment is all in good working condition. Some times some bearing of fitting will clog up or break. It is replaced or fixed expeditiously.

Referring to the roller. It is actuated by hydraulically operated clutches. When Mr. Cheney's man started operating the roller he got it off onto the soft shoulder and got stuck. One of the hydraulic hose assemblies broke. He was inexperienced and did not know what to do. He just reported that it would not work.

Our Mr. Hunter went down to see about it. He found the hose assembly broken, got a new one for $1.73, installed it and reported that the machine worked very satisfactorily.

One of the residents of the locality reported that during Hallowe'n, pranksters had the roller running until the wee small hours of the morning.

It is not uncommon to have little things go wrong on any piece of equipment, even though new, when it is left out in the rain - water will condense in the gas tank and carbureter, a feed line may develop of 'lock. It is not always a fault in the macine.

Mr. Vasco, in charge of the operation, has been associated with us for more than 30 years. He has handled many road jobs and is well versed in road building. Mr. Hubert Prangor runs the road grader. He is considered to be one of the top grader operators in this territory. Mr. Hanse, the shovel-crane operator has been with us many years. He may not be as fast as some but is one of the best.

We admit that the labor we have had to use has not been top grade, but it has been the best we could get.

At the present writing it is reported that grading work is practically complete to station about 90+00. From this pint to the end of the project a considerable portion of the yardage has made, hauled and piled alongside the gravel way where fills (embankments) are to be made. If it will just quit raining all the grading should be completed with 10 to 12 working days.

Messrs. Cheney, Braash and Freeburn are putting on the gravel topping. They should keep pace with the grading. Mr. Conser, from whom we are purchasing the crushed rock surfacing materials reports that it is stockpiled. The riprap is shot and ready to be hauled.

However, unless the rains cease for a sufficient time to permit, at least, a partial drying of the earth material it will next to impossible to complete the work on the project this month. We are quite sure you do not want the road

constructed of 'mud.'

The writer plans to be on the project within a day or two. We will try to contact Mr. Walters, the engineer in charge of the work, and go over the situation with him.

It may be that we can work out something different and more advantageous than our present plan of procedure.

Very truly yours,

C. J. ELDON, Contractor.

by C. J. ELDON

RECEIVED
NOV 1 1955
FOR FILING

S 105 (1)
4488

October 31, 1955

NOTED
W. C. WILLIAMS

Mr. C. J. Eldon
P. O. Box 5686
Portland 3, Oregon

Dear Sir:

Your attention is directed to Contract No. 4488, Bruce Jct.-Martins Lake Section of Martins Lake County Road in Benton County.

The progress of the work and the results being obtained from your present operations are very unsatisfactory. At the present time our Resident Engineer estimates your work to be not over 40 per cent complete; however, your contract carries a November 30th completion date.

The work has been carried on with insufficient equipment and personnel, with certain items of equipment--notably the roller provided--being of such poor quality as to be practically inoperative. Under these conditions proper compaction and finishing is impossible to obtain.

The party who is placing surfacing and borrow material has no blade grader and your foreman has refused to operate your blade on work being done by this party. The Resident Engineer has repeatedly insisted that proper equipment and personnel be provided and that the work be accelerated in order to insure completion this season.

We must demand that you take immediate steps to accelerate the completion of the project and to insure a roadbed which will meet the specifications and plans under which you were awarded the contract. I will ask that you furnish me immediately with a schedule of your future contemplated operations.

Let me also say that in view of the unsatisfactory conditions existing that we will contemplate recommending assessment of engineering penalties subsequent to the contract completion date of November 30, 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

JDW:am
cc C. H. Enfield
J. D. Weber

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPRS-1799

State Oregon
County Benton
Project No. S-205(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 23rd day of Sept., 1955, by and between The Oregon State Highway Commission the Highway Department of the State of Oregon, constituting for the purpose hereof the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 9th day of June, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I...This agreement covers the following work as briefly described in the program:

Being 2.565 miles of grading, drainage and 2-lane low type surfacing (Character of work)

between FA Route 9 near Bruce and FA Route 3 at Lancaster, (Control points)

consisting of 2.565 miles of roadway and no (Number) bridges.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirty-eight thousand, seven hundred and 00/100 dollars ($38,700.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is sixty-two thousand, five hundred sixty-eight and 00/100 dollars ($62,568.00).

Comm—DC—32551

55

2,600.00
1,080.00
1,560.00
3,399.00
180.00
350.00
800.00
1,024.00
1,300.00
3,420.00
300.00
2,356.00
1,700.00
3,720.00
675.00
96.00
13,120.00
9,750.00
1,250.00
8,000.00

$ 56,880.00
5,688.00

$62,568.00

$ 38,700.00
11,934.00
11,934.00

$ 62,568.00

29, 1mm 1939.

my Department.

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

Attest _____
SECRETARY

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

SEP 9 1950
OREGON DISTRICT

Oregon State Highway Department

Federal Aid Secondary
Project No. S-305(1)

BRUCE JUNCTION-MARTINS LAKE SECTION

OF THE MARTINS LAKE ROAD IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 9, 1955

Code
Type/2010
Roadway (Sta. 0+40 to Sta. 137+50)(Contract No. 4482)

All Required	Clearing and Grubbing			$ 2,600.00
360 cu.yd.	Drainage Excavation, Unclassified	$	3.00	1,080.00
3,900 cu.yd.	Special Borrow Excavation, Unclassified		0.40	1,560.00
10,300 cu.yd.	General Excavation, Unclassified		0.33	3,399.00
9,000 yd.sta.	Short Overhaul		0.02	180.00
350 C-yd.sta.	Long Overhaul		1.00	350.00
4,000 yd.mi.	Truck Haul		0.20	800.00
2.56 miles	Finishing Roadbed and Slopes		400.00	1,024.00
650 lin.ft.	12-inch Concrete Pipe		2.00	1,300.00
900 lin.ft.	18-inch Concrete Pipe		3.80	3,420.00
50 lin.ft.	24-inch Concrete Pipe		6.00	300.00
310 lin.ft.	30-inch Concrete Pipe		7.60	2,356.00
170 lin.ft.	36-inch Concrete Pipe		10.00	1,700.00
62 cu.yd.	Class "A" Concrete		60.00	3,720.00
7,000 lbs.	Metal Reinforcement		0.125	875.00
24 only	Metal Sight Posts		4.00	96.00
16,400 cu.yd.	Coarse Material in Surfacing		0.80	13,120.00
3,000 cu.yd.	3/4"-0 Material in Surfacing		3.25	9,750.00
500 M-gal.	Sprinkling		2.50	1,250.00
2,000 cu.yd.	Loose Riprap		4.00	8,000.00
		Subtotal		$ 56,880.00
		10% Engr. & Cont.		5,688.00
		Total		$62,568.00

Length of Roadway	2.565 miles
Length of 1 Structure	0.032 mile (Exception)
Total Length	2.597 miles
Cost of Roadway per mile	$24,392.98

Federal Funds- -	$ 38,700.00
State Funds- -	11,934.00
County Funds -	11,934.00
	$ 62,568.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Benton County with the Highway Department.

RECEIVED
AUG 12 1955
FOR FILING

S 2-205(1)
4488

August 12, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 9, 1955 on Contract No. 4488, Bruce Junction-Martins Lake Section, in Benton County, in connection with Federal Aid Project No. S-205(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:bb

RECEIVED
JUL 26 1955
FOR FILING

4455

July 26, 1955

Mr. C. J. Eldon
P. O. Box 5686
Portland, Oregon

Dear Sir:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4469, for constructing Deschutes River Bridge on the McKenzie Highway in Deschutes County, awarded June 30, 1955.

Contract No. 4488, for grading and surfacing on the Bruce Jct.-Martins Lake Section of Martins Lake County Road in Benton County, awarded July 11, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

Form A-150—10M—12-54

INVOICE

NOTED
J. W. CATTRALL

Oregon State Highway Department

Salem, Oregon

Invoice No. 49211

Date July 18, 1955

Your Req. No.

Billing Request No. cc-184

Credit distribution: 502-1036-297

Benton County
Corvallis, Oregon

Attn: County Court

Advance Deposit	12,750.00
Partial transfer county's share of total costs. Bruce Junction-Martins Lake Section of FAS 578, covered by agreement dated June, 1955	10,000.00
To be retained	$ 2,750.00

RECEIVED
JUL 19 1955

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By G. R. Winchcomb

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

NOTED
V. R. JONES

July 12, 1955

Benton County Court
Court House
Corvallis, Oregon

NOTED
Harold C. Ayers

NOTED
J. P. HAGEMANN

Gentlemen:

On July 11, 1955, Contract No. 4488 was awarded to C. J. Eldon, Portland, for construction of the Bruce Junction-Martins Lake section of FAS 578.

A copy of the contract and set of plans are being forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

Salem, Oregon
July 11, 1955

NOTED
V. R. JONES

Mr. W. C. Williams
O F F I C E

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

We have received this date an advance deposit of $12,750 from Benton County in connection with the Bruce Junction-Martins Lake section of FAS 578. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

Salem, Oregon
July 11, 1955

NOTED
V. R. JONES

FAS 578

Mr. C. H. Maison
Accounting Division

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Attached is Benton County Warrant No. 11344 in the amount of $12,750. This amount represents the county's participation in the total estimated cost for the Bruce Junction-Martins Lake project in Benton County.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm
Att.

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
E.E.Larkin

July 8, 1955

COMMISSIONERS
WALTER SCHMIDT
A. H. SAXTON

NOTED
CATTRALL

Oregon State Highway Commission
Salem, Oregon

Attention: John W. Cattrall
Engineer, County & City Relations

Gentlemen:

Enclosed you will please find our warrant #11344 in the amount of $12,750.00 for advance deposit of 20% of the estimated total cost for construction of the Bruce Junction-Martins Lake section of FAS 578.

Yours very truly,

BENTON COUNTY COURT

By Louise Ashbaugh
Secretary

Encl - Co. Warrant #11344

RECEIVED
JUL 11 1955
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 5, 1955

Benton County Court
Court House
Corvallis, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

On July 1st the Highway Commission received a satisfactory bid from C. J. Eldon of Portland for construction of the Bruce Junction-Martins Lake section of FAS 578. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$56,880.00
12-1/2% Engineering & Contingencies	7,110.00
Estimated Total Cost.....	$63,990.00
Advance deposit of 20%.....	$12,750.00

Please make this deposit by means of a check or warrant in the amount of $12,750 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
JUL 13 1955

FOR FILING OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
OFFICE

RECEIVED
JUL 1955
OFFICE OF
STATE ENGINEER

We have received this date an advance deposit of $12,750 from Benton County in connection with the Bruce Junction-Martins Lake section of FAS 578. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
JUL 11 1955
FOR FILING

S-225(1)
4425

July 11, 1955

C. J. Eldon
P. O. Box 5696
Portland 3, Oregon

Dear Sir:

The State Highway Commission on July 1, 1955 accepted your proposal for the Bruce Junction-Martins Lake Section of the Martins Lake Road in Benton County for the sum of $56,280.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4425.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.

cc-

RECEIVED
JUL 5 - 1955
FOR FILING

July 5, 1955

Court of Benton County

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		$
DAY LETTER		S
NIGHT LETTER		E

WESTERN UNION
W. P. MARSHALL, PRESIDENT
1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

C. J. Eldon
3101 N. Columbia Blvd.
Portland 17, Oregon

Salem, Oregon
July 11, 1955
10:45 a.m.

Contract for Bruce Junction-Martins Lake Section, Benton County, for which you submitted low bid on July 1 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
Files
C. W. Head

cc-

RECEIVED
JUL 5 - 1955
FOR FILING

July 5, 1955

County Court of Benton County
Court House
Corvallis, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Benton County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Benton County covering the Bruce Junction—Martins Lake Section, FAS 578.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 2

cc-

RECEIVED
JUL 6 - 1955
FOR FILING

S 205(1)
4482

Salem, Oregon
July 5, 1955

Mr. John W. Cattrall
City & County Relations Dept.
B U I L D I N G

Dear Mr. Cattrall:

Attached are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Benton County covering the Bruce Junction-Martins Lake Section, FAS 578.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Benton County.

Very truly yours

Secretary

rn
Attach: 5

OREG 6 PR JRT 8-2(1)
FAS 576

RESOLUTION

6-17-55

WHEREAS, a county road in Benton County, State of Oregon, known as the Martin's Lake County Road, is routed through the County of Benton, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Benton County, the section adopted for improvement being more particularly described as follows; to wit:

From FA Route 9 approximately 4.8 miles north of Monroe, easterly and southerly to a county road junction west of Martin's Lake, a distance of 2.397 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Benton will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Benton County, Oregon, that no encroachments will be permitted on the county road known as the Martin's Lake County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Benton County, Oregon, this 17 day of June, 1955.

BY:

County Judge E. B. Parkyn

County Commissioner Walter Schmeltz

County Commissioner G. H. Saptas

ATTEST:

RALPH P. SCHUNDLER, County Clerk

County Clerk

By Lucian Hunt, Deputy

cc-12(1955)

NOTED
J. D. JONES

NOTED
J. W. CATTRALL

June 17, 1955

NOTED
Harold C. Ayers

Benton County Court
Court House
Corvallis, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Bruce Junction-Martin's Lake section of FAS 578 upon which bids will be received on July 1st.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $72,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than November 30, 1955.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement, and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than June 24th.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. P. HAGEMANN

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
E.E.Larkin

June 9, 1955

COMMISSIONERS
WALTER SCHMIDT
A. H. SAXTON

NOTED
J. W. CATTRALL

Oregon State Highway Department
Salem, Oregon

NOTED
J. F. HAGEMANN

Attention: John W. Cattrall
Engr., County & City Relations

Gentlemen:

Enclosed you will please find real estate options covering right-of-way in connection with the Bruce Junction-Irish Bend Junction section of FAS 578. This completes all of the right-of-way required.

Yours very truly,

BENTON COUNTY COURT

E. E. Larkin

E. E. Larkin
County Judge

EE:la
Enclosures

RECEIVED
1955

NOTED
J. W. CATTRALL

RECEIVED

NOTED
Harold C. Ayers

May 23, 1955

Benton County Court
Court House
Corvallis, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are four copies each of option forms covering the right-of-way required in connection with the Bruce Junction-Irish Bend Junction section of FAS 578. Three prints of the right-of-way map are being forwarded under separate cover.

Please either return one signed copy of each option to this office or advise us when all right-of-way has been obtained.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

FORM E10—50M—10-54—70485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 20, 1955
Salem, Oregon

RECEIVED
MAY 23 1955
ENGINEER

SUBJECT: Bruce Junction-Irish Bend Jct.
Martins Lake LCounty Road

To: Mr. John W. Cattrall
County and City Relations
B U I L D I N G

Dear Sir:

Attached you will find seven option forms, in quadruplicate, covering right of way to be acquired in connection with the Bruce Junction-Irish Bend Jct. Section of the Martins Lake County Road in Benton County. We were not furnished with copies of Statements of Information and since there were no addresses or information as to property owned, we did not have copies made for you. This contract is scheduled for letting in June, 1955. You will also find attached three prints of Map No. 7B-32-12 covering this area and bearing our date of 5-19-55.

Very truly yours,

EFL

Earl F. Saling
Right of Way Office Manager

ML:lw
Enc: 7 option forms, three prints

NO.	NAME	AREA
23390	Eugene F. and Ruth Hubbard	0.10 acre
23391	H. A. Franklin	0.62 acre
23392	Emery L and Anna E. Nixon	0.13 acre
23393	Tune Rictor	0.51 acre
23394	D. Ross & Blanche Barclay	1.76 acres
23395	Cleland E. and Elma K. Herron	0.48 acre
23396	Paul & Elfrieda Buxbaum	1.73 acres

NOTED
V. R. JONES

Memo to J. W. Nash

NOTED
J. W. CATTRALL

4/21/55

NOTED
Harold C. Ayers

Bruce Junction-Martin Lake Section
FAS Route No. 578

This project extends from FA Route 9 approximately 12 miles south of Corvallis, easterly and southerly to a county road junction near the north end of Martin Lake. The existing road is of variable width having a light gravel wearing surface averaging 20 feet in width.

The proposed project is to grade and drain to an improved grade and alignment and construct a gravel base with a crushed aggregate wearing surface 26 feet in width. The county plans to construct an oil mat wearing surface on this section of road after the grade and base have been allowed to consolidate through a winter season.

This road serves a highly developed agricultural area raising diversified crops including truck farm and dairy products.

Benton County	Funds:	Federal	$36,000
2.56 miles		County	12,000
		State	12,000
		Total..	$60,000

JFH:mm

April 21, 1955
Salem, Oregon

NOTED
Harold C. Ayers

Mr. E. G. Smith
Construction Engineer

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

The field data for the Bruce Junction-Martins Lake section of FAS 578 in Benton County has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

Benton County has a $60,000 uncontracted balance of FAS funds of which $20,000 has been programmed for oiling the Beaver Creek School-Twin Bridges section of FAS 206 next year. The County Court was contacted this date and elected to transfer this $20,000 to the Bruce Junction-Martins Lake project. This makes a total of $60,000 available for this project and the county wishes to proceed with the project as submitted by the division office.

The A.D.T. for this section of road is 20.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFHima

cc: V. G. O'Neil
Frank Hall
J. D. Walker

BENTON COUNTY COURT

CORVALLIS, OREGON

April 20, 1955

JUDGE
GEO. I. McBEE

COMMISSIONERS
WALTER SCHMIDT
A. H. SAXTON

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Oregon State Highway Department
Salem, Oregon

Attention: John W. Cattrall
Engineer, County & City Relations

Gentlemen:

We are writing to you regarding the status of our FAS program. After talking to Mr. Hagemann here in our office and examining our position pertaining to new work program, we have come to the conclusion that it would be to our advantage to use all or a portion of the $20,000.00 set up for oiling of Beaver Creek project to be used on Bruce grading project. We would like very much to have the Bruce project done this year.

Trusting that this gives you our feeling in this matter, we are

BENTON COUNTY COURT

By Walter Schmidt
Commissioner

By A. H. Saxton
Commissioner

RECEIVED
APR 21 1955
STATE HIGHWAY COMMISSION

RECEIVED
APR 21 1955
STATE HIGHWAY COMMISSION

N. I. Lmm

FORM S-20 2SM 9-51 82018

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 27, 1955

SUBJECT: Base Design Charts

To: Mr. J. B. Walker
Division Engineer
Division II
Salem, Oregon

Dear Sir:

Reference is made to the Brush Jct. - Wartins Lake Section, of the F. A. S. 570 Benton Co.

Enclosed you will find 4 base design charts prepared from laboratory tests, numbers 355725, 355726, 355727, and 355728.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

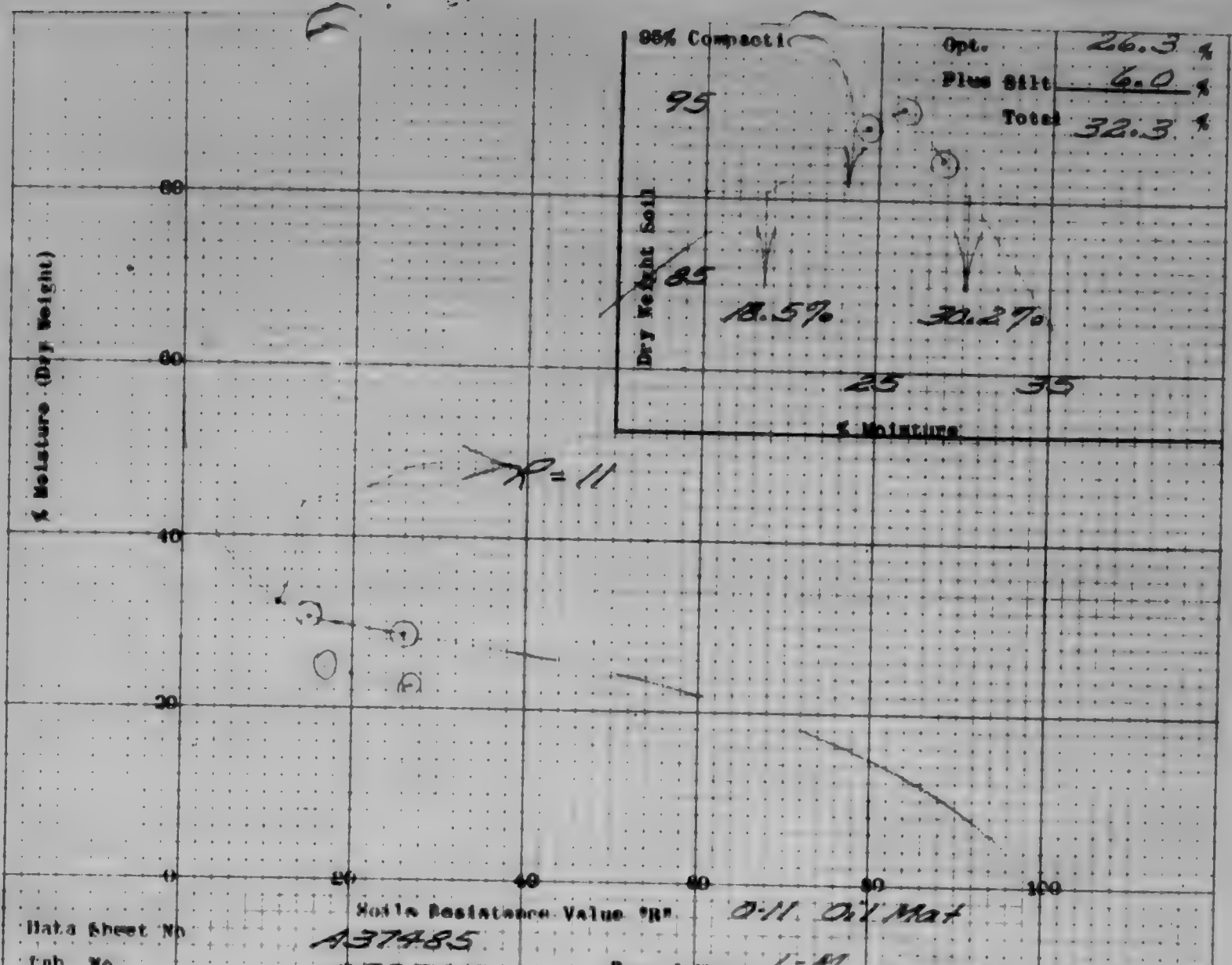
The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
S. F. Walters
County and City
K. L. Lenz



0-11 Oil Mat

Data Sheet No	A37485		
Lab. No.	355725	Base & Wear	2-11
LL	44	Minus Rock Reduction	
PI	14		
Pass 200 Screen	95.5 %	Minus Wearing Surface	
HYDROMETER ANALYSIS			
Particles larger than		Plus 25% Increase	3.0
2.0 mm	.5 %	Plus Wearing Surface	
Coarse Sand	2.0 %	Total Base & Wear	14.5
Fine Sand	6.0 %		
Silt	42.8 %		
Clay	49.7 %		
S=	2.62		
Natural Moisture	%		

Traffic 11.5

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Bonanza - Merrills Lake
Hwy FAS 578
Station 109+50
Depth 0-30"
Hole # 1 PW
To be used
Prefix No.
County Benton
Date 1-26-55
Designed by

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H
CLEARPRINT PAPER CO. — No. 7390 10 DIVISIONS PER INCH BOTH WAYS 70 x 100 DIVISIONS

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
CLEARPRINT PAPER CO. 10 DIVISIONS PER INCH BOTH WAYS 10 X REVISIONS

95% Compactic

Opt. 20.8 %

Plus Silt 3.5 %

Total 24.3 %

105

95

Dry Weight Soil

14.0%

25.5%

20

30

% Moisture

% Moisture (Dry Weight)

80

60

40

20

0

R = 22

0 20 40 60 80 100

Soils Resistance Value "R" 0-11 Oil Mat

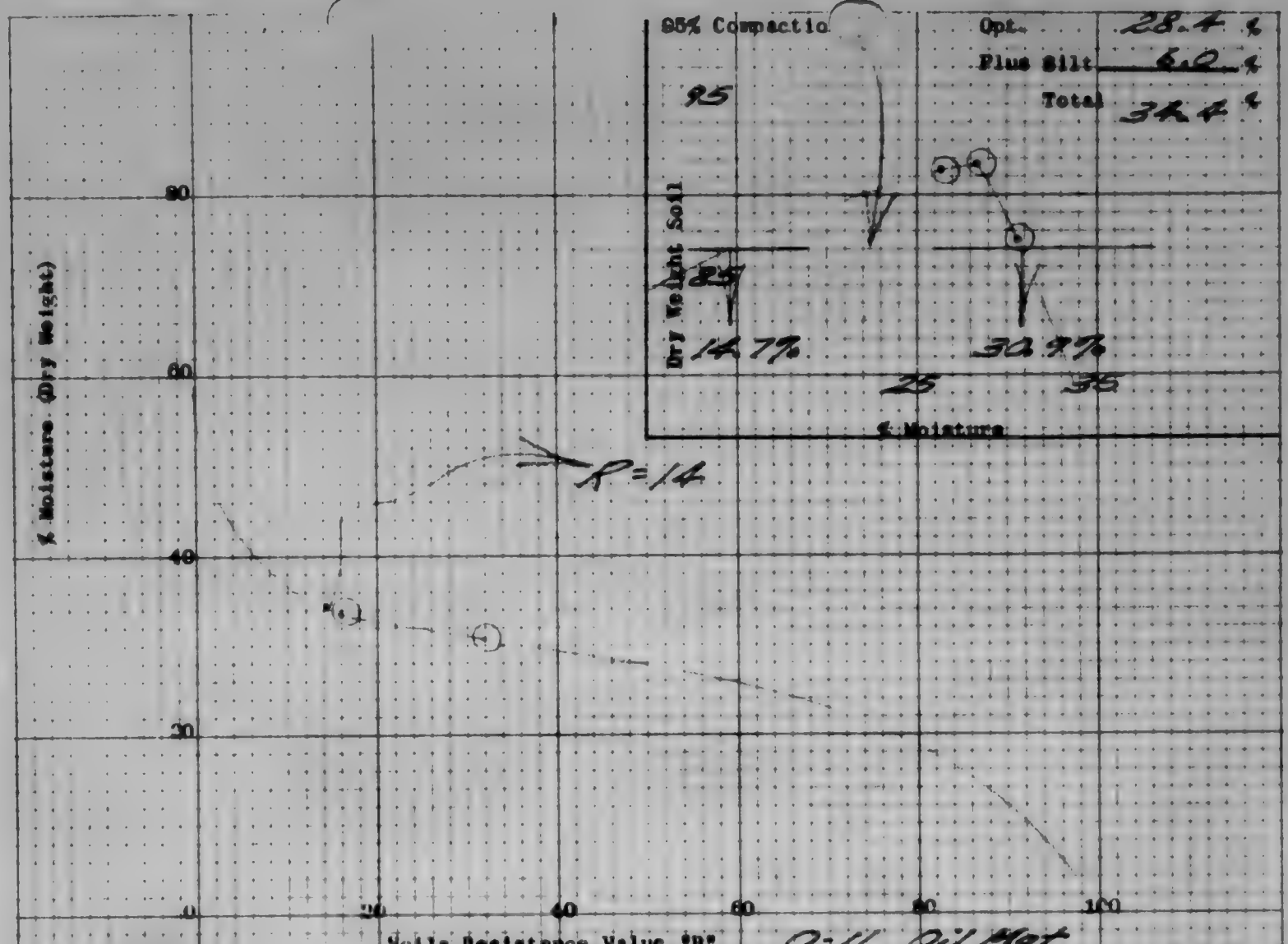
Data Sheet No	A37485	Base & Wear L-M	Traffic 10.0 "
Lab. No.	355726	Minus Rock Reduction	— "
LL	31		"
PI	9		"
Pass 200 Screen	66.8 %	Minus Wearing Surface	— "
HYDROMETER ANALYSIS			"
Particles larger than		Plus 25% Increase	2.5 "
2.0 mm	.2 %	Plus Wearing Surface	— "
Coarse Sand	11.8 %	Total Base & Wear	12.5 "
Fine Sand	28.2 %		
Silt	29.9 %	OREGON STATE HIGHWAY DEPARTMENT	
Clay	29.9 %	SOILS DIVISION	
G-	2.64	BASE DESIGN CHART	
Natural Moisture	%	Section Bruce Val - Martin Lake	
		Hwy F.A.S. 578	
		Station 91+50	
		Depth 0-30"	
		Hole # 2 PM	
		To be used Subgrade	
		Prefix No.	
		County Benton	
		Date 1-26-55	
		Designed by B	

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H

CLEARPRINT PAPER CO. NO 73180 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



Opt. 28.4 %
Plus Silt 6.0 %
Total 34.4 %

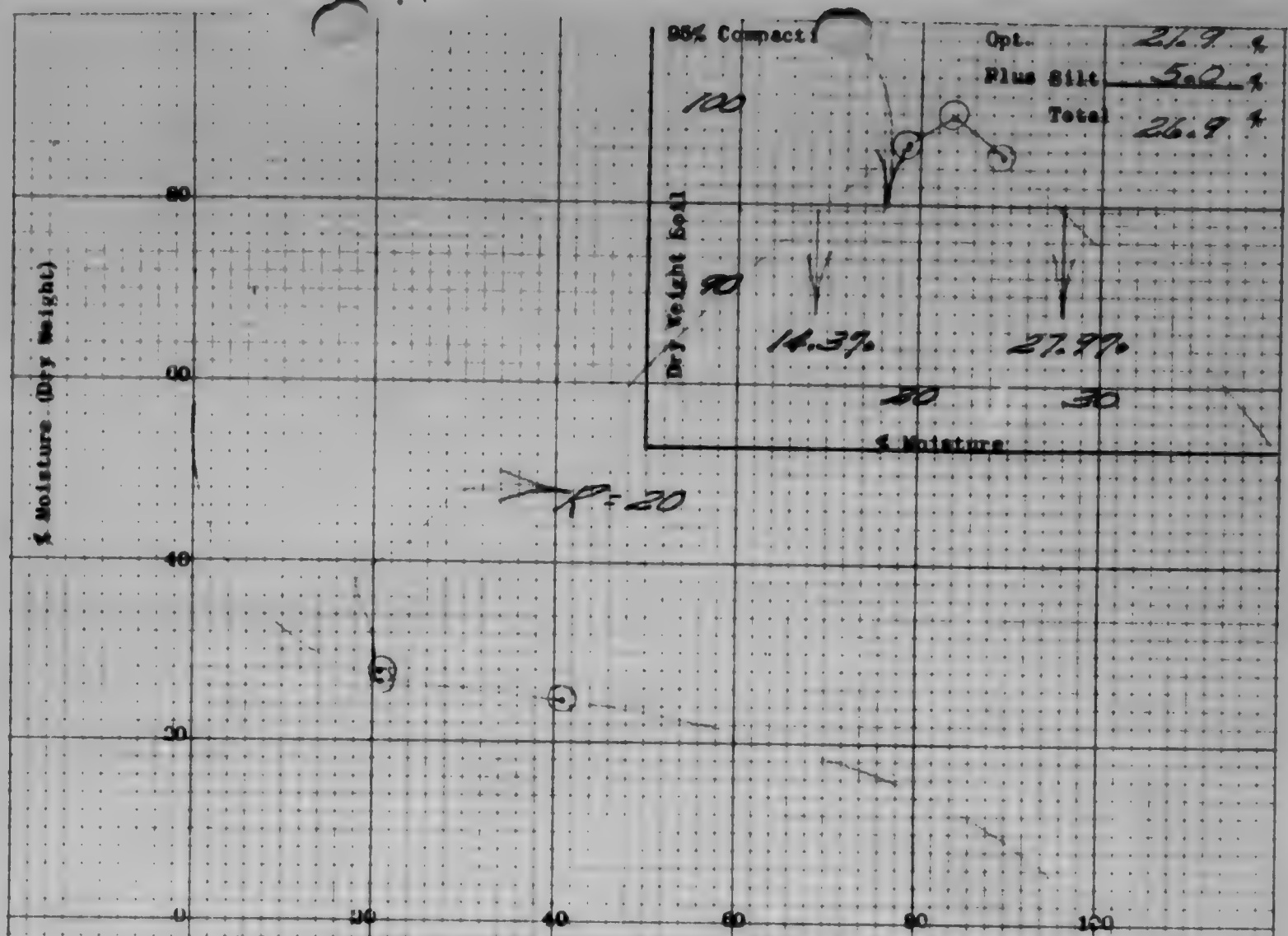
Soils Resistance Value "R" 0-11 0.1 Mat

Data Sheet No	A37485	Base & Wear L-M	Traffic 11.0
Lab. No.	355727	Minus Rock Reduction	—
LL	52		
PI	24	Minus Wearing Surface	—
Pass 200 Screen	94.2 %		
HYDROMETER ANALYSIS		Plus 20% Increase	3.0
Particles larger than		Plus Wearing Surface	—
2.0 mm	2 %	Total Base & Wear	14.0
Coarse Sand	4.2 %		
Fine Sand	3.8 %		
Silt	44.4 %		
Clay	50.4 %		
S-	2.58		
Natural Moisture	%		

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Bruce Jct.-Machias Lake
Hwy F.A.S. 578
Station 51+50
Depth 0-36"
Hole # 3 PW
To be used -
Prefix No.
County - Benton
Date 1-26-55
Designed by S

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000M
CLEARPRINT PAPER CO 1230 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



Soils Resistance Value "R" 0-11 Oil Mat

Data Sheet No	A37485	Base & Wear L-M	Traffic 10.0
Lab. No.	355728	Minus Rock Reduction	—
LL	35		
PI	13		
Pass 200 Screen	60.8 %	Minus Wearing Surface	—
HYDROMETER ANALYSIS			
Particles larger than		Plus 25% Increase	2.5
2.0 mm	2 %	Plus Wearing Surface	
Coarse Sand	3.2 %	Total Base & Wear	12.5
Fine Sand	21.8 %		
Silt	32.9 %	OREGON STATE HIGHWAY DEPARTMENT	
Clay	34.9 %	SOILS DIVISION	
S-	2.64	BASE DESIGN CHART	
Natural Moisture	%	Section Bonanza - Merrills Lake	
		Hwy F.A.S. 578	
		Station 18+50, 15' Lt.	
		Depth 0-30"	
		Hole # 4 PW	
		To be used	
		Prefix No.	
		County Benton	
		Date 1-26-55	
		Designed by S	

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

NOTED
Harold C. Ayers

December 23, 1954

Benton County Court
Court House
Corvallis, Oregon

NOTED
J. F. HAGELMANN

Gentlemen:

This is to advise that the B.P.R. has approved your requested addition of FAS 578 (Irish Bend County Road) to the FAS System. Please correct your maps showing the county FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. W. CATTRALL

5T #90

NOTED
V P [illegible]

November 3, 1954

Benton County Court
Court House
Corvallis, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved the addition of FAS 578 as requested by the County. This proposed addition to the County FAS System will now be submitted to the Bureau of Public Roads for approval.

Very truly yours,

ST 490

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V.R.

NOTED
Harold C. Ayers

November 1, 1954

NOTED
J. F. HAGEMANN

Benton County Court
Court House
Corvallis, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

On October 28th the Highway Commission approved for construction with Federal Aid Secondary funds the project in Benton County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

Your request for inclusion of the Beaver Creek bridge (Twin Bridges) in the previously approved Beaver Creek School-Twin Bridges project will reduce the amount of funds available for the Bruce Junction-Martins Lake project; however, the amount of this reduction cannot be determined at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

BENTON COUNTY
PROPOSED PROJECT

FAS 578 - Bruce Junction-Martins Lake, Approximately 2.5 Miles, $55,000. This section extends from the Pacific Highway West near Bruce easterly and southerly as far as available funds will permit.

The proposed project is to grade and place base material with a sufficient crushed rock top course to provide a wearing surface through one winter. Additional leveling rock and an oil mat will be placed the following year either by county forces or with FAS funds if available. The eventual finished roadway is to be a 20' wide 0-11 with 2' shoulders. It is the county's desire to stay within the existing right of way as much as possible; however, there are several sections of particularly poor alinement which will require an improved location. It is suggested that the County Court be contacted and the alinement discussed prior to commencing the survey. The county plans to continue the improvement of this route as future funds become available.

8/31/54

BENTON COUNTY COURT

CORVALLIS, OREGON

August 27, 1954

JUDGE
GEO. I. McBEE

COMMISSIONERS
WALTER SCHMIDT
AUBREY. H. BOND

NOTED
J. W. CATTRALL
FAS 578
Benton Co.

NOTED
Harold C. Ayers

Oregon State Highway Commission
Salem, Oregon

NOTED
J. F. HAGEMANN

Attention: City & County Relations Office

Gentlemen:

In reply to telephoned request of Mr. Hageman, for data in connection with proposed FAS No. 578, Bruce-Irish Bend-Lancaster route, the following estimates are submitted for your information:

(1) The area tributary to the route is estimated at 10520 acres, of which it is estimated that 8640 acres are cultivated agricultural land, and 1880 acres brush and water surface.

(2) The Benton County Extension Agent estimates the agricultural products at 55000 tons, consisting, principally, of grains; canning beans, corn, beets, and carrots; field seeds; beef, poultry, pork, and dairy products. He estimates the annual value at $1,250,000.00.

(3) Traffic will flow both ways depending on whether the produce goes to the Corvallis, or Eugene market. It is the intention of Benton County to improve feeder roads - particularly the Monroe-Ingraham Island route.

Trusting that this information supplies your requirements, we are

Sincerely,

BENTON COUNTY COURT

By Aubrey H. Bond
Aubrey H. Bond
Commissioner

RECEIVED
AUG 30 1954
ENGINEER
COUNTY & CITY RELATIONS

AHB:la

RECEIVED
AUG 30 1954
OREGON
STATE HIGHWAY COMMISSION

BENTON COUNTY COURT

CORVALLIS, OREGON

FAS 206 Benton Co.

JUDGE
GEO. I. McBEE

COMMISSIONERS
WALTER SCHMIDT
AUBREY. H. BOND

July 20, 1954

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Oregon State Highway Commission
R. H. Baldock, State Highway Engineer
Salem, Oregon

Attention: John F. Hagemann
Asst. Engr., County and City Relations

Gentlemen:

Reference to your letter of July 12, 1954, requesting this Court to designate FAS projects for construction, please be advised that it is desired, on first priority, to complete FAS 206 from Twin Bridges to Old Beaver Creek School, including replacement of the north unit of the Twin Bridges. The improvement desired consists of re-alignment, grading, and oil mat surface, spread over two construction seasons, to allow settlement in the sub-base.

Also, it is desired to make a start on FAS No. 578, the Bruce-Irish Bend-Lancaster route, as funds may be available. Improvement should begin at the north end and proceed southward.

Benton County is proceeding to acquire the right of way required in connection with the improvement of the Twin Bridges-Old Beaver Creek School section of FAS 206.

Very truly yours,

BENTON COUNTY COURT

By Aubrey H. Bond
Aubrey H. Bond
Commissioner

AHB:la

RECEIVED
JUL 2 1954
ENGINEER

303-1708 Gladstone (Clackamas Blvd.) 1955
Paving Project.

WW89

RECEIVED
JUL 11 1956
FOR FILING

303-1708

4489

June 27, 1956

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of June 21 which had attached to it three copies each of two claims filed with your office by City Parts Company against P. A. Short Co. One of these claims in the amount of $1,223.64 is against Contract No. 4410, and the other in the sum of $352.07 is against Contract No. 4489, both of which were awarded to P. A. Short Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Commissioners
Mr. R. H. Baldock
Mr. W. C. Williams

NOTED ON CARD

May 28, 1956 NOTED
J. W. CATTRALL

NOTED
Harold C. Avers

Mrs. Bernice Marlow
City Recorder
Gladstone, Oregon

Dear Madam:

Form A-180—10M—9-55

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 45325

City of Gladstone
Gladstone, Oregon

Date May 28, 1956

Your Req. No.

Billing Request No. co-242

Attn: Mrs. Bernice Marlow, City Recorder

Credit distribution: 303-170-295

Final billing city's share of the total cost of Clackamas Boulevard in Gladstone. Contract No. 1419, covered by agreement dated June 27, 1955.

Advance Deposit		3,950.00
Total cost	20,253.72	
Less Agreed State Share	15,000.00	5,253.72
Amount due		$1,703.72

State Printing 60944

May 28, 1956 NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Mrs. Bernice Marlow
City Recorder
Gladstone, Oregon

Dear Madam:

Final costs on the Special City Allotment project on Clackamas Boulevard in Gladstone are now available and the agreed City's share of the total costs, as shown in the attached statement, is ~~$5,263.62~~ $5253.72.

As the initial deposit by the City for this project was $3,550.00, a balance of $1,703.72 is due the State from the City. A billing for this amount will be forwarded by our Accounting Division within the next two weeks.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:te
Att.

OREGON STATE HIGHWAY DEPARTMENT — STATEMENT OF FINAL COSTS

GLADSTONE CITY ALLOTMENT PROJECT
CONTRACT NO. 4489
Grading and Paving on Clackamas Boulevard. — May 28, 1956

PAYMENTS TO CONTRACTOR

Item	Quantity	@	Total
1. Coarse crushed material in base	2888.5 cuyds.	$ 2.25	$ 6,499.13
2. 3/4" material in base & shoulders	737.5 "	2.25	1,659.38
3. Sprinkling	119 M gals	1.50	178.50
4. Preparation of base	0.46 miles	250.00	115.00
5. 3/4"-0 material in binder course	98.5 cuyds.	2.25	221.63
6. R.C. 3 asphalt in binder course	10.68 tons	38.75	413.85
7. Class "B" asphaltic concrete	1340.21 tons	5.25	7,036.10
8. R.S-1 asphalt in tack coat	1.104 tons	36.50	40.30
9. Flagging of traffic			180.26

Subtotal, Contract Items	$16,344.15
Seal Coat by State Forces	352.63
Construction Engineering	2,996.01
Survey	560.93
TOTAL COST	$20,253.72
Less Agreed State Share	15,000.00
Agreed City Share	$ 5,253.72
City Advance Deposit	3,550.00
DUE STATE FROM CITY	$ 1,703.72

HCA:te

OREGON STATE HIGHWAY DEPARTMENT

Request for Outside Billing

(Or Advice of Cash Transaction)

NOTED
Harold C. Ayers

Address invoice to:

City of Gladstone

Gladstone, Oregon

Attention of Mrs. Bernice Marlow, City Recorder

Request No. (assigned by staff engineer or head of division) CC-242

Date 5-28-56

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing city's share of the total cost of Clackamas Boulevard in Gladstone. Contract No. 4489, covered by agreement dated June 27, 1955.

Total City Share: ~~$5,263.62~~ (see attached statement)

Itemized Statement:

Quantity	Unit	Description		Unit Price	Amount
		Total Cost	$20,253.72		
		Less agreed State Share	15,000.00		
		Amount due from City	$ 5,253.72		$5,253.72
		Advance Deposit	$ 3,550.00		
		Amount due from City	1,703.72		

Has payer made payment for this service?

If so, what is amount of payment? . . . . . $

Has payer made a deposit with the department to guarantee payment? Yes

If so, what is amount of deposit? . . . . . $ 3,550.00

Is this a partial or final request for billing?

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests . . . . $

Also give number of last previous request

Credit distribution: 303-1708-295

Submitted by: H. C. Ayers

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

V. R. JONES

NOT... Harold C. Ayers

FORM E20—GOM—11-55—20234

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1956

RECEIVED
MAY 25 1956

SUBJECT:

To: Mr. J. W. Cattrall
Engineer, County & City Relations
O f f i c e

On April 17th you brought to my attention the overrun of engineering costs on the Gladstone City Street Project, Contract No. 4489.

I am attaching hereto copies of letters from Mr. Skelton and Mr. Scofield, which advise that the excess costs were due to exchange time earned on this project. While it is regretted that the additional costs will have to be made to the City of Gladstone, I do not know at this time of anyway in which we could mitigate the charges.

Forrest Cooper
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:of

Attachments

RECEIVED
MAY 25 1956

FORM E-20X—67,000—2-55—62997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 24th, 1956

SUBJECT: Gladstone City Street Project
Contract No. 4489

To: Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Edwin A. Pease

Under date of April 17th with a follow up on May 9th you asked that we advise regarding the overrun of engineering costs on the Gladstone City Street contract No. 4489.

I am enclosing herewith copy of Willard Scofield's letter of May 14th, concerning these engineering charges. You will note that the charges made from December 1955 to March 1956 were for exchange time taken by men who were borrowed from other resident engineers. You will also note from Scofield's letter that the contractor on this project, P. A. Shoat, made very poor progress on the job, and his work was taken over by the bonding company before the completion of it. Asphaltic concrete pavement was made in a small plant, and average daily production ran from about 50 to 75 ton. Our engineering and inspection cost ran this project completely out of line with the amount of the contract, due to the progress of the job, and the necessity of having proper inspection even for the extremely limited production that we had throughout the job.

If at all possible, it seems that we should relieve the City of Gladstone for at least a portion of this engineering overrun.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. J. Scofield

RECEIVED

FORM E-30X—37,000—2-55—62897

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 24th, 1956

SUBJECT: Gladstone City Street Project
Contract No. 4489

To: Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Edwin A. Pease

Under date of April 17th with a follow up on May 9th you asked that we advise regarding the overrun of engineering costs on the Gladstone City Street contract No. 4489.

I am enclosing herewith copy of Willard Scofield's letter of May 14th, concerning these engineering charges. You will note that the charges made from December 1955 to March 1956 were for exchange time taken by men who were borrowed from other resident engineers. You will also note from Scofield's letter that the contractor on this project, P. A. Shoat, made very poor progress on the job, and his work was taken over by the bonding company before the completion of it. Asphaltic concrete pavement was made in a small plant, and average daily production ran from about 50 to 75 ton. Our engineering and inspection cost ran this project completely out of line with the amount of the contract, due to the progress of the job, and the necessity of having proper inspection even for the extremely limited production that we had throughout the job.

If at all possible, it seems that we should relieve the City of Gladstone for at least a portion of this engineering overrun.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. J. Scofield

DILLED

FORM S-30X 30M 6-51 90114

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 14, 1956

SUBJECT: Gladstone Engineering Charges.

To: Mr. A.G. Skelton
Division Engineer

I have made a check on the engineering charges posted against the Gladstone City Street project - Contract #4489. I have substantially the same amount posted ($2,992) as Mr Pease noted in his recent letter.

The charges made for December, 1955 to March, 1956 were for exchange time taken by men who I borrowed from other resident engineers.

I realize that the engineering cost on this project are very excessive, however in retrospect, I don't know whew I could have held the cost down in view of the contractors extremely slow progress. Many days he had 1 to 2 trucks hauling rock, and his plant averaged 40 to 50 ton of A.C. in a 10 hour day.

I particularly regret that the city of Gladstone will be charged for this over run. if a transfer of charges is in order, I hope it can be arranged.

Willard J. Seofield
Willard J. Seofield
Resident Engineer

FORM E-20X—37,500—4-55—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1956

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

NOTED
J. W. CATTRALL

It is brought to my attention that the engineering on the Gladstone City Street Contract No. 4489 totaled $2,968.64, whereas, the amount set up for engineering is $1,286.52. A check of the records indicate that through November of 1955 there had been a charge of $2,238.97; in December, $318.09; in January, $66.25; in February, $41.00; and in March, $304.33.

In view of the fact that the semi-final estimate for this project was submitted in November of 1955, it seems rather strange that these charges should be showing up so many months afterwards.

Will you please have a complete check made of the final angles of the engineering on this project and give us a report. If some of the charges should have been to some other job, please arrange to have a transfer of cost made.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: J. W. Cattrall

RECEIVED
MAR 30 1956
FOR FILING

4489

March 12, 1956

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letters of March 5 and 8 listing the following claims against P. A. Shoat Company on what may be our contracts 4410 and 4489:

General Machinery Company - $583.76, your file 3548
Al White's Alignment Service - $111.60, your file 3547
Al Porter, Jr. - $986.39, your file 3555.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

RECEIVED
MAR 30 1956
FOR FILING

503-17-8
4487

March 12, 1956

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

The following claims, copies of which are attached, have been filed with the Secretary of State against P. A. Shoat Company for labor and materials furnished on paving contracts for the State of Oregon and the County of Multnomah:

Al White's Alignment Service - labor and materials - $111.60

General Machinery Company - labor and materials - $583.76

Al Porter, Jr. - labor - $[illegible].37.

As you will note, the claims do not specify the exact contracts to which they pertain. P. A. Shoat Company was awarded two State Highway Contracts, No. 4410 for oiling in Division II, and No. 4429 for paving in the city of Gladstone. It may be that these claims pertain to one or both of these contracts.

We provide this information as your Company appears as Surety on the Performance Bonds furnished with the above-mentioned contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Fidelity & Casualty Co. of New York
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

P. A. Shoat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

Ballett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

RECEIVED
MAR 30 1956
FOR FILING

302.1nk
4489

March 8, 1956

Fidelity & Casualty Company of N. Y.
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

Attached are copies of claims which have been filed with the Secretary of State by various parties against P.A.Shoat Company for labor and materials furnished in connection with work performed for the State of Oregon and Multnomah County.

The Shoat Company performed work on State Highway contract #4410 for oiling in Division 2, and on contract #4489 for paving in the City of Gladstone.

We do not know what portion of these claims are applicable to work performed for Multnomah County. The following claims are attached:

1. Walter Reick for labor in the sum of $2,353.88 and materials in the sum of $282.01, your file No. 3550.
2. Reddaway's Truck Line, Inc., for labor and materials in the sum of $277.06, your file No. 3549.
3. E & H Welding & Machine Works, for labor and materials in the sum of $183.19, your file No. 3551.
4. Krueger Lumber Yard for materials in the sum of $24.50, your file No. 3554.
5. Best Auto Spring Company for materials in the sum of $27.26, your file No. 3553.
6. Asbar Electric for materials and labor in the sum of $126.25, your file No. 3552.

We provide this information as your Company appears as surety on the performance bonds furnished with these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:do
cc: Pallett, Fisher & Carlo, Inc.
cc: P. A. Shoat Company

RECEIVED
MAR 30 1956
FOR FILING

4489

March 8, 1956

Hon. Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

ATTENTION: Geo. C. Stephens

Dear Sir:

Thank you for your letters of March 5 advising that the following claims have been filed with your office against P. A. Shoat Company in connection with work performed on contracts #4410 and #4489, and for the County of Multnomah.

1. Walter Reick for labor in the sum of $2,353.88 and materials in the sum of $282.01, your file No. 3550.
2. Reddaway's Truck Line, Inc., for labor and materials in the sum of $277.06, your file No. 3549.
3. E. & H Welding & Machine Works, for labor and materials in the sum of $183.19, your file No. 3551.
4. Krueger Lumber Yard for materials in the sum of $24.50, your file No. 3554.
5. Best Auto Spring Company, for materials in the sum of $27.26, your file No. 3553.
6. Asbar Electric for materials and labor in the sum of $126.25, your file No. 3552.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

June 5, 1956

Geo. Stephens

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

March 5, 1956

Mr. R. H. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today, the following notices of claim. Three copies of each claim are enclosed for your information and files.

Notice of claim by Krueger Lumber Yard for materials furnished in the sum of $24.50, against the bond taken from F. A. Shoat, and Fidelity Casualty Co. of New York, our file No. 3554.

Notice of claim by Best Auto Spring Co. for materials furnished in the sum of $27.26, against the bond taken from F. A. Shoat, and Fidelity Casualty Co. of New York, our file No. 3553.

Notice of claim by Azbar Electric for materials furnished in the sum of $126.25, against the bond taken from F. A. Shoat, and Fidelity Casualty Co. of New York, our file No. 3552.

Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Steelhammer
Clerk
Records Division

RECEIVED
MAR 7 1956
OREGON
STATE HIGHWAY COMMISSION

NF:M
Enc.

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

[illegible]

[illegible]

[illegible]

Geo. C. Stephens

[illegible]

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Geo A Stephens

RECEIVED
MAR 12 1956
FOR FILING

The Fidelity and Casualty Company of New York

80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT

America Fore INSURANCE GROUP

303 - 170P
4489

March 7, 1956

Oregon State Highway Department,
Salem, Oregon.

Att. Mr. H. B. Glaisyer, Secretary.

Gentlemen:

P. A. Shoat Company
State of Oregon
Contract No. 4489
Claim # 1318-1124

We have your letter of February 24th, 1956 with enclosure.
We are giving this matter our attention.

Very truly yours,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

NOTED
H. B. GLAISYER

RECEIVED
MAR 12 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 23 1956
FOR FILING

303 - 170
4489

February 24, 1956

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Ernest E. Bewbry against P. A. Sheat Company in the sum of $42.75. This claim is for asphalt material and equipment rental furnished on contract No. 4489 for paving Clackamas Boulevard in the city of Gladstone.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:eu

cc: Pallett, Fisher & Carle, Inc.,
U. S. National Bank Building
Portland 4, Oregon

cc: P. A. Sheat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

cc: Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attn: Carroll R. Young

NOTED ON CARD

Ernest E. Bembry

Phone O.C. 5221 OL. 4-8770

DISTRIBUTOR SHELL PETROLEUM PRODUCTS

Box 86.
Oregon City, Oregon

February 22, 1956

Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned, Ernest E. Bembry, has a claim for asphalt material and equipment rental in the sum of $42.75 against the bond taken from P. A. Shoat Company and The Fidelity and Casualty Company of New York for the work of paving Clackamas Boulevard in the city of Gladstone, Oregon, on contract No. 4489.

Ernest E. Bembry

SECRETARY OF STATE
RECEIVED
FEB 23 1956
EARL T. NEWBRY

File No. 3545
FILED
FEB 23 1956
EARL T. NEWBRY
SECRETARY OF STATE

Ernest E. Bembry

Phone O.C. 5221 OL. 4-8770

DISTRIBUTOR SHELL PETROLEUM PRODUCTS

Box 86,
Oregon City, Oregon

February 22, 1956

Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned, Ernest E. Bembry, has a claim for asphalt material and equipment rental in the sum of $42.75 against the bond taken from P. A. Shoat Company and The Fidelity and Casualty Company of New York for the work of paving Clackamas Boulevard in the city of Gladstone, Oregon, on contract No. 4489.

Ernest E. Bembry

SECRETARY OF STATE
RECEIVED
FEB 23 1956
EARL T. NEWBRY

File No. 3545
FILED
FEB 23 1956
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
MAR 5 1956
FOR FILING

The Fidelity and Casualty Company of New York

60 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT

America Fore
INSURANCE GROUP

file

303-1708
4489

February 28, 1956

Oregon State Highway Department,
Salem, Oregon

Att. Mr. H. B. Glaisyer, Secretary

Gentlemen:

P. A. Shoat Company
State of Oregon
Contract No. 4489
Claim 131-S-1124

We have your letter of February 15th, 1956. The matter is having our attention.

Very truly yours,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

NOTED
H. B. GLAISYER

RECEIVED
MAR 5 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 17 1956
FOR FILING

Lewis

February 15, 1956

Mr. Ernest E. Danbry
Box 86
Oregon City, Oregon

Dear Sir:

This is to acknowledge your letter of January 24th advising that F. A. Shoat Company owes you the sum of $42.75 for asphalt and equipment rental used on contract No. 4489 for paving Clackamas Boulevard in the city of Gladstone. The Fidelity and Casualty Company of New York, U. S. National Bank Building, Portland 4, Oregon, furnished the performance bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it. The contract was completed October 26 and accepted by the Highway Commission on December 19, 1955. Final payment was mailed on January 6, 1956. If you wish to protect your claim against the bond for a period longer than six months following completion and acceptance of the contract, it is suggested that you file your claim with the Secretary of State. We have attached excerpts from the Oregon Laws outlining the procedure in preparing this filing. In the meantime the claim will be entered in our records and we will advise the contractor and the surety that your claim has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:eu

cc: Mr. Ben R. Chandler
cc: Mr. Chas. H. Reynolds
cc: Mr. M. K. McIver
cc: Mr. R. H. Baldock
cc: Mr. W. C. Williams

February 15, 1956

Fidelity & Casualty Co. of N.Y.
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

A letter has been received from Ernest E. Bembry, Box 26, Oregon City, stating that P. A. Shoat Company owes him the sum of $42.75 for asphalt and equipment rental furnished on State Highway Contract No. 4489 for paving on Clackamas Boulevard in the city of Gladstone. This information is furnished as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:eu

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

cc: P. A. Shoat Company
3325 S. E. 14th Ave.
Portland 2, Oregon

Ernest E. Bembry

Phone O.C. 5221 OL. 4-8770

MODERN heat with OIL heat

DISTRIBUTOR SHELL PETROLEUM PRODUCTS

Box 86,
Oregon City, Oregon

January 24, 1956

State Highway Dept.
Salem, Oregon

Att. Mr. Query ✓

Gentlemen:

We are writing this letter to advise you that P. A. Shoat Co. ows us a balance of $42.75. This amount is for asphalt material and rental on equipment for application of asphalt material which we delivered to him on State Job #4489 in Gladstone, Oregon.

Any assistance or advice which would aid us in effecting collection of this account would be appreciated very much.

Very truly yours,

Ernest E. Bembry

ERNEST E. BEMBRY

REFERRED TO
Hoyt
BY SECRETARY

NOTED ON CARD

RECEIVED
FEB 27 1956
FOR FILING

3-3-1956
4489

STATEMENT

Ernest E. Bembry

SHELL HEATING OILS

P. O. BOX 66 — OREGON CITY, ORE. PHONES O. C. 5221 — OLIVE 4-6770

"INCLUDE US IN YOUR HOUSE WARMING PLANS"

P. A. Shoat & Co.,
4535 S.E. 14th
Portland, Oregon

PLEASE RETURN THIS STUB WITH YOUR CHECK — AMOUNT ENCLOSED $

DATE	INVOICE NUMBER	GALLONS	CODE	CHARGES	CREDITS	BALANCE
BALANCE FORWARDED →					NOV 2955	42.75+

The Hona
Secretar
State Ca
Salem, (

ATTN: (

Dear Si

you at
by Ern
$42.7
contr

LEF 406596-B BURROUGHS F-101

8 INTEREST CHARGED ON ACCOUNTS PAST DUE — LAST AMOUNT IN THIS COLUMN DUE

CS CASH
CM CREDIT MEMOS

EXPLANATION OF CODES:

1 — SHELL STOVE OIL
2 — SHELL FURNACE O
3 — DIESELINE
4 — ROAD OILING
5 - HARD SURFACING
6 — TANKS
7 — P
8 — M

ERNEST E. BEMBRY PHONES OREGON CITY 5221
PORTLAND — OLIVE 4-6770

FAQ:su

NOTED ON CARD

RECEIVED
FEB 27 1956
FOR FILING

3-3-17
4489

February 24, 1956

The Honorable Earl T. Newbry
Secretary of State
State Capitol Building
Salem, Oregon

ATTN: Geo. C. Stephens

Dear Sir:

Thank you for your letter of February 23 to which you attached three copies of a claim filed with your office by Ernest E. Newbry against P. A. Shoat Company in the sum of $42.75. The claim is for asphalt material furnished on our contract No. 4489 and bearing your file No. 3545.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ou

NOTED ON CARD

RECEIVED
JAN 30 1956
FIRE FIDELITY

The Fidelity and Casualty Company of New York

80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT

America Fore INSURANCE GROUP

file B

303-1708
4481

January 24, 1956

State Highway Department
State of Oregon
Salem, Oregon

NOTED
A. R. GLAISYER

Gentlemen:

Re: P. A. Shoat Co.
State of Oregon
131 S 1123

We are pleased to acknowledge receipt of your letters of January 17 and 18 concerning the following claims:

NOTED
FLOYD QUERY

State Industrial Accident Commission
$2,323.38

United States Internal Revenue Service
$9,325.40

H. L. Ashby, Shell Distributor
$24.09

These matters are receiving our attention.

Very truly yours,

J. M. Condon, Examiner
Surety Claims Division

JMC:mg

Copy to John M. Coke, Esq.
1012-1015 Yeon Building
Portland 4, Oregon

RECEIVED
JAN 30 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 19 1956
FOR FILING

303 1721
4459

January 17, 1956

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the State Industrial Accident Commission for unpaid contributions in the sum of $2,323.38. The claim is against P. A. Sheat Company in connection with his operations on Contract No. 4410 for oiling in Division II, and on Contract No. 4489 for paving Clackamas Boulevard in the city of Gladstone.

We provide this information as your company appears as surety on the Performance Bonds furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:fp

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

P. A. Sheat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

RECEIVED
JAN 19 1956
FOR FILING

363 1705
4489

Salem, Oregon
January 17, 1956

Mr. C. W. Enfield
Chief Counsel
Salem, Oregon

Attached is a copy of a "Notice of Levy" filed with this office by the U. S. Internal Revenue Service, at 3:00 p.m., January 16, 1956. The levy is in the sum of $9,325.40 against P. A. Shoat Company.

The P. A. Shoat Company performs work for the State Highway Commission under Contracts 4410 and 4489.

OREGON STATE HIGHWAY COMMISSION

Secretary

WAQ:fp

Enclosure

cc Mr. C. H. Hainen

NOTED ON CARD

ECEIVED
JAN 19 1956
OR FILING

503 170x
4489

January 17, 1956

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Thank you for your letter of January 9 which had attached to it three copies of a claim filed with your office by the State Industrial Accident Commission against P. A. Shoat on Contracts 4410 and 4489. This claim is in the sum of $2323.38 and bears your file No. 3539.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

VOTED ON CARD
gf

3 PM Jan 16. 1956 Rec'd by Mr. Lynch of Revenue Service
Road Users

RECEIVED
JAN 19 1956
FOR FILING

2 1956
4489

January 17, 1956

Fidelity & Casualty Co. of New York
60 Maiden Lane
New York 8, New York

Gentlemen:

A Notice of Levy was filed with this office at 3:00 p.m. on January 16, 1956 by the U. S. Internal Revenue Service. The levy is in the sum of $9,325.40 for unpaid wages and excise amounts owed to the United States Government by P. A. Shoat Company.

The P. A. Shoat Company was awarded two contracts by the State Highway Commission. Contract No. 4410 was for oiling in Division II, and Contract No. 4489 was for paving Clackamas Boulevard in the city of Gladstone. The levy may pertain to these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Fidelity & Casualty Co. of New York
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

P. A. Shoat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

gf

3 PM Jan 10, 1956 Filed by the Office of Internal Revenue
Ford Davis

Form 668-A
REV. JAN. 1955

U. S. TREASURY DEPARTMENT - INTERNAL REVENUE SERVICE

NOTICE OF LEVY

To: (Name of person holding property, moneys, etc., belonging to taxpayer)

State Highway Commission -

You are hereby notified that there is now due, owing, and unpaid from

NAME AND ADDRESS OF TAXPAYER

P.A. SHOAT Co. - P A Shoat Co - 3325 S E 12th Ave - Portland, Oregon

to the United States of America the sum of

Nine Thousand three hundred twenty five and 40/100 - - - - - Dollars $ 9,325.40

for Internal Revenue taxes, to wit:

PERIOD AND TYPE OF TAX	DATE OF ASSESSMENT	ACCOUNT NO.	UNPAID BALANCE	STATUTORY ADDITIONS	TOTAL
			$	$	$
June 1955 Wage & Income	8/15/55	WH 8-6285-55	8853.96	82.13	8935.40
Dec 1955 Wage & Income	11/8/55	WH 11-5886-55	6511.84	78.67	6590.91
				TOTAL AMOUNT DUE	$ 9,325.40

You are further notified that demand has been made upon the taxpayer for the amount set forth herein, and that such amount is still due, owing, and unpaid from this taxpayer, and that the lien provided for by Section 6321, Internal Revenue Code of 1954, now exists upon all property or rights to property belonging to the aforesaid taxpayer. Accordingly, you are further notified that all property, rights to property, moneys, credits, and bank deposits now in your possession and belonging to this taxpayer (or with respect to which you are obligated) and all sums of money or other obligations owing from you to this taxpayer are hereby levied upon and seized for satisfaction of the aforesaid tax, together with all additions provided by law, and demand is hereby made upon you for the amount necessary to satisfy the liability set forth herein, or for such lesser sum as you may be indebted to him, to be applied as a payment on his tax liability.

Dated at Portland, Oregon this 6 day of January 19 56

DISTRICT DIRECTOR OF INTERNAL REVENUE	BY (Signature)	TITLE
P. C. Grauguet By C. C. GRAUGUET	George A Vogel	Collection Officer

CERTIFICATE OF SERVICE

I hereby certify that this levy was served by handing a copy of this notice of levy to

NAME AND TITLE

on _____, 195__ at _____ a.m. p.m.

COLLECTION OFFICER (Signature)

Receipt acknowledged:

3 PM Jan 16, 1956 Rec'd by Mr. Lynch of Revenue Service
Floid Owens

SEC. 6321. LIEN FOR TAXES.

If any person liable to pay any tax neglects or refuses to pay the same after demand, the amount (including any interest, additional amount, addition to tax, or assessable penalty, together with any costs that may accrue in addition thereto) shall be a lien in favor of the United States upon all property and rights to property, whether real or personal, belonging to such person.

SEC. 6322. PERIOD OF LIEN.

Unless another date is specifically fixed by law, the lien imposed by section 6321 shall arise at the time the assessment is made and shall continue until the liability for the amount so assessed is satisfied or becomes unenforceable by reason of lapse of time.

SEC. 6331. LEVY AND DISTRAINT.

(a) AUTHORITY OF SECRETARY OR DELEGATE.--If any person liable to pay any tax neglects or refuses to pay the same within 10 days after notice and demand, it shall be lawful for the Secretary or his delegate to collect such tax (and such further sum as shall be sufficient to cover the expenses of the levy) by levy upon all property and rights to property (except such property as is exempt under section 6334) belonging to such person or on which there is a lien provided in this chapter for the payment of such tax. Levy may be made upon the accrued salary or wages of any officer, employee or elected official, of the United States, the District of Columbia, or any agency or instrumentality of the United States or the District of Columbia, by serving a notice of levy on the employer (as defined in section 3401 (d)) of such officer, employee, or elected official. If the Secretary or his delegate makes a finding that the collection of such tax is in jeopardy, notice and demand for immediate payment of such tax may be made by the Secretary or his delegate and, upon failure or refusal to pay such tax, collection thereof by levy shall be lawful without regard to the 10-day period provided in this section.

(b) SEIZURE AND SALE OF PROPERTY.—The term "levy" as used in this title includes the power of distraint and seizure by any means. In any case in which the Secretary or his delegate may levy upon property or rights to property, he may seize and sell such property or rights to property (whether real or personal, tangible or intangible).

(c) SUCCESSIVE SEIZURES.—Whenever any property or right to property upon which levy has been made by virtue of subsection (a) is not sufficient to satisfy the claim of the United States for which levy is made, the Secretary or his delegate may, thereafter, and as often as may be necessary, proceed to levy in like manner upon any other property liable to levy of the person against whom such claim exists, until the amount due from him, together with all expenses, is fully paid.

SEC. 6332. SURRENDER OF PROPERTY SUBJECT TO LEVY.

(a) REQUIREMENT.—Any person in possession of (or obligated with respect to) property or rights to property subject to levy upon which a levy has been made shall, upon demand of the Secretary or his delegate, surrender such property or rights (or discharge such obligation) to the Secretary or his delegate, except such part of the property or rights as is, at the time of such demand, subject to an attachment or execution under any judicial process.

(b) PENALTY FOR VIOLATION.—Any person who fails or refuses to surrender as required by subsection (a) any property or rights to property, subject to levy, upon demand by the Secretary or his delegate, shall be liable in his own person and estate to the United States in a sum equal to the value of the property or rights not so surrendered, but not exceeding the amount of the taxes for the collection of which such levy has been made, together with costs and interest on such sum at the rate of 6 percent per annum from the date of such levy.

(c) PERSON DEFINED.--The term "person," as used in subsection (a), includes an officer or employee of a corporation or a member or employee of a partnership, who as such officer, employee, or member is under a duty to surrender the property or rights to property, or to discharge the obligation.

SEC. 6333. PRODUCTION OF BOOKS.

If a levy has been made or is about to be made on any property, or right to property, any person having custody or control of any books or records, containing evidence or statements relating to the property or right to property subject to levy, shall, upon demand of the Secretary or his delegate, exhibit such books or records to the Secretary or his delegate.

SEC. 6334. PROPERTY EXEMPT FROM LEVY.

(a) ENUMERATION.--There shall be exempt from levy—

(1) Wearing Apparel and School Books.—Such items of wearing apparel and such school books as are necessary for the taxpayer or for members of his family;

(2) Fuel, Provisions, Furniture, and Personal Effects.—If the taxpayer is the head of a family, so much of the fuel, provisions, furniture, and personal effects in his household, and of the arms for personal use, livestock, and poultry of the taxpayer, as does not exceed $500 in value;

(3) Books and Tools of a Trade, Business, or Profession.--So many of the books and tools necessary for the trade, business, or profession of the taxpayer as do not exceed in the aggregate $250 in value.

(b) APPRAISAL.--The officer seizing property of the type described in subsection (a) shall appraise and set aside to the owner the amount of such property declared to be exempt. If the taxpayer objects at the time of the seizure to the valuation fixed by the officer making the seizure, the Secretary or his delegate shall summon three disinterested individuals who shall make the valuation.

(c) NO OTHER PROPERTY EXEMPT.—Notwithstanding any other law of the United States, no property or rights to property shall be exempt from levy other than the property specifically made exempt by subsection (a).

*U. S. GOVERNMENT PRINTING OFFICE: 1964 O - 724922

RECEIVED
JAN 12 1956
FOR FILING

4421

January 11, 1956

Mr. John M. Coke
Attorney at Law
Yeon Building
Portland 4, Oregon

Re: Contracts 4410 and 4489

Dear Mr. Coke:

Your request that the P. A. Shoat Company be declared officially in default is not consistent with your principal's known status with the State Highway Commission.

P. A. Shoat Company was late in performing their work on Contract 4410 due to the fact that the season had so far progressed that proper seasoning of surfacing could not be had and work could not be done until the construction season next spring.

You are, of course, conversant with the status of your principal, and whether he will or will not continue is probably within your knowledge. In the event that P. A. Shoat Company does not perform as per contract requirements on the opening of construction season next spring, they may then be officially declared in default.

In the event that you, or a representative of yours, wishes to discuss the Contract 4410, your having received an assignment of rights and assumed duties of P. A. Shoat, we are available for a conference at any mutually acceptable time.

Regarding Contract 4489, the work has been completed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
W. C. WILLIAMS
Deputy State Highway Engineer

JED/dm/mlk

JOHN M. COKE
ATTORNEY AT LAW
1018-1015 YEON BUILDING
PORTLAND 4, OREGON
CAPITOL 6-0838

December 14, 1955

W. C. Williams

W. C. Williams
Deputy State Engineer
Oregon State Highway Department
Salem, Oregon

Re: Contract #4410 - #4489

Dear Mr. Williams:

I acknowledge receipt of your letter of December 8th regarding Contract #4410 in which the contractor P. A. Shoat Company was bonded by my client, The Fidelity & Casualty Company of New York. Shoat got into financial difficulties about the First of September and since that time, we have paid out substantial sums in settlement of claims of various creditors against this job and on Contract #4489.

Actually in regard to Contract #4489, we made substantial advances to Shoat and kept him on the job until it was finished about October 17th.

Shoat in addition to the two State jobs had eight Multnomah County jobs, which we also bonded. Apparently the P. A. Shoat Company since it began operations April of this year did not pay any of the rental or material bills on any of the jobs. Mr. Shoat himself, as far as we know, skipped the country about a month ago and based upon information we nave been able to obtain does not intend to return. In the meantime all of his equipment has been repossessed. As a matter of fact, prior to his leaving, he did talk with us and definitely advised us that he would not be able to complete Contract #4410 and tendered the completion of the job to us, the bonding company.

In view of these circumstances, we would like to have P. A. Shoat Company officially declared in default in order that my client, the bonding company- The Fidelity & Casualty Company of New York, will be free to enter into a contract for completion. It is possible that we would also like to have the P. A. Shoat Company declared in default on Contract #4489 in the event that there remains any fur..er work to complete. We have not actually been advised that this contract has been accepted.

Shoat's bookkeeping is in a very confused state, and we are having a good deal of trouble in getting a true picture of the various unpaid creditors. For instance in regard to the claim for rock from a Mr. Sawyer at Newport and a

December 14, 1955

Re: Contract #4410-#4489

W. C. Williams, Deputy
Oregon State Highway Department

Mr. Burch at Buell, Mr. Shoat has definitely advised us that these claims were paid, and it now turns out that this is untrue. We are, of course, now handicapped since our principal, Mr. Shoat, is no longer available.

We would like to obtain your views as to the method regarding the completion of Contract #4410. We will be glad to discuss this with you at your office in Salem if you will get in touch with us.

Very truly yours,

JOHN M. COKE

JMC:jf

RECEIVED
DEC 15 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

NOTED
J. R. JONES

January 10, 1956

Mrs. Bernice Marlow
City Recorder
Gladstone, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Madam:

This is to advise you that work on Contract 4489 with P. A. Short for paving Clackamas Boulevard was completed on October 26, 1955.

Under the terms of an agreement dated June 27, 1955, the City assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
JAN 21 1956
FOR FILING

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

W. E. Williams

303-170
4489

Jan. 9, 1956

NOTED
W. E. Williams

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed a notice of claim by State Industrial Accident Commission for contributions in the sum of $2323.38, against the bond taken from P. A. Ghost Company, principal, and Fidelity & Casualty Company of New York, surety, on Highway contract #4489, our file No. 3539.

also Contract 4410

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo. C. Stephens
Clerk
Records Division

NF:M
Enc.
P. S. Also Highway Contract No. 4410.

RECEIVED
JAN 11 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 10 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) January 5, 1956

303-17W (CONTRACT NO.) 4427	(EST. NO.)	(CONTRACTOR)	
4489 (VOUCHER NO.)	4-Final (WARRANT NO.)	P. A. Shoat Co., Assigned to: Fidelity & Casualty Co. of New York (AMOUNT)	(DATE)
26857	R-140036	$ 687.01	1/5/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to Oct. 31, 1955 without penalty

Completion Date: Oct. 26, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: 2 claims have been filed against this contract

Remarks:

A claim by SUCC in sum of $1,133.85 and a claim by SIAC in sum of $2,323.38 is on record in this office.

Our Chief Counsel advised any payments due contractor should be released in conformity with assignment.

Date: 1-6-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
JAN 6 1956
FOR FILING

4457

January 4, 1956

1247

Mr. Leonard A. Strobel
City Superintendent
Gladstone, Oregon

Dear Sir:

I have delayed replying to your letter of December 2 having reference to construction on Clackamas Boulevard in Gladstone until I had all facts of the matter at hand. What apparently has happened is that the improvement is not exactly as visualized by the adjacent property owners, in that the surface of the street was necessarily raised to permit placement of an adequate base, and, of course, the travel surface was widened. The original understanding was that the additional base rock would not raise the grade more than 12 inches. The grade was actually raised a maximum of 11 inches, so that the project has been carried out as planned and agreed to.

We regret that there is some displeasure on the part of the local citizenry, but believe they will soon accommodate themselves to the revised grade line by minor adjustments to their lawn areas and the entire matter will be forgotten in a relatively short period of time.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:ms

cc Mr. R. H. Baldock
Mr. A. G. Skelton
Mr. Forrest Cooper

FORM E30—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28th, 1955

SUBJECT: Gladstone City Project

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Referring to your Assignment #6247 attached to a letter from Leonard A. Strobel, City Superintendent of Gladstone, I wish to advise that I have had Skelton go over this project on the ground with Mr. Strobel and the Chairman of the Street Committee, and that he reports that apparently they are satisfied that the improvement was built according to the agreed plan. I am attaching a copy of Skelton's letter for your information.

Basically the project consisted of strengthening the existing street by the addition of base material and laying a 20-foot pavement with shoulders varying from 3 to 8 feet. When this type of job is first done it is always somewhat jarring to the abutting owners but as time goes on they gradually alter their yards to conform to the revised grade. It would be my recommendation that we do nothing further at this time.

I would further recommend that Mr. Strobel's letter be answered by telling him that the project was built as designed, and that in order to provide a roadway of adequate strength and width it was necessary to raise the grade slightly in places and to widen for suitable shoulders. I believe that this will satisfy them.

Forrest Cooper
Construction Engineer

FC:AR

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 21st, 1955

SUBJECT:

To: Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Under date of December 6th you wrote forwarding copy of a letter from Leonard A. Strobel, City Superintendent of Gladstone in which Mr. Strobel transmitted a regime of complaints from property owners on the Clackamas Boulevard City Project recently completed. You asked that we investigate this matter and submit a report to you on it.

Willard Scofield and I recently met with Mr. Strobel and also the chairman of the street committee of the city council. We had previously gone over this entir- project with the entire council, and the city superintendent, and at that time I felt that the city was satisfied with the entire project. The original understanding between the City-County Department and the City of Gladstone was that we were to add additional base rock on top of the existing road, so that the grade would be raised not more than 12 inches. The grade was actually raised a maximum of 11 inches, and the trouble, of course, comes primarily from the wider section now used than the original roadbed. The city now has 20 foot pavement with from 3 to 8 feet shoulders. The wider shoulders are in the area where the complaints are coming from, however both the city and the property owners are very anxious to get a sufficient shoulder width through this area, so that cars could park on the shoulders and off the roadway. The city is apparently satisfied that we have done what we agreed, and what was requested by them, and there is no further action I can see that can be taken in this matter.

A. G. SKELTON
Division Engineer

AGS:w
cc: W. J. Scofield

RECEIVED
DEC 23 1955
OFFICE OF

CITY OF GLADSTONE

GLADSTONE, OREGON

PLEASE RETURN TO
W. C. WILLIAMS

ASSIGNMENT

Date: December 6, 1955 No. 627 By WCW

Description: Letter dated December 2 from City Supt. of Gladstone re condition of paving project on Clackamas Blvd. through the city done under state city agreement. (File—Agreement No. 1652)

Acknowledged by____ Referred to COOPER

XX Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 12-29-55 Report Received_____

NOTED
W. C. WILLIAMS

ember 2, 1955

RECEIVED
DEC 5 1955
OFFICE OF
STATE HIGHWAY ENGINEER

ween City of
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City of Gladstone
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street would be alright when completed, therefore the Council did not interfere with the construction.

About one-half the length of the project the shoulder banks of gravel are from 2 to 3 feet high in front of these residences along the street, which is a very objectionable condition.

We understand the obligations of the City as per the contract with the State, but we feel that in the design there was very little consideration given to the effect on property values, and now that the job is completed as per contract, we are left with a project with which we are at a loss as to what can be done to eliminate this bank condition.

It is hoped that your department may be of some assistance. We'll appreciate an answer in this matter.

CITY OF GLADSTONE, OREGON
Leonard A. Strobel
City Supt.

CITY OF GLADSTONE

GLADSTONE, OREGON

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

December 2, 1955

RECEIVED
DEC 5 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. R. H. Baldock,
Oregon State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

(In regard Paving Job between City of Gladstone and State Highway Dept.)

The contract agreement between the City of Gladstone and the State Highway Commission was entered into June 27, 1955.

The construction was done on Clackamas Blvd., which is a portion of the truck route through the City.

We are having a continual HASSLE with the property owners along the area where the construction has been completed.

It was the understanding of the Council that there was to be not more than a 12" lift of the grade along this street, we have had numerous consultations with the Engineers and people and was always convinced that the street would be alright when completed, therefore the Council did not interfere with the construction.

About one-half the length of the project the shoulder banks of gravel are from 2 to 3 feet high in front of these residences along the street, which is a very objectionable condition.

We understand the obligations of the City as per the contract with the State, but we feel that in the design there was very little consideration given to the effect on property values, and now that the job is completed as per contract, we are left with4project with which, we are at a loss as to what can be done to eliminate this bank condition.

It is hoped that your department may be of some assistanced. We'll appreciate an answer in this matter.

CITY OF GLADSTONE, OREGON

Leonard A. Stobel

City Supt.

RECEIVED
JAN 6 1956
FOR FILING

COMMISSIONERS
BEN W. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 3, 1956

[illegible]
4489

P. A. Sheet Company
3325 S. E. 11th Ave.
Portland 2, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from September 30, 1955 to October 31, 1955 within which to complete your contract No. 4489, for paving on Gladstone (Clackamas Blvd.) City Street Section in Clackamas County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible] O. Walton,
Division Engineer

W. Lard Scofield,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
JAN 3 1956
FOR FILING

The Fidelity and Casualty Company of New York

80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT

America Fore INSURANCE GROUP

file

303-1708
4489

December 30, 1955

Oregon State Highway Dept.,
Salem, Oregon.

Att. Mr. H. B. Glaisyer, Secretary.

Gentlemen:

NOTED
FLOYD QUERY

P. A. Shoat Company
State of Oregon
Contract No. 4489
131-S-1124

We hereby acknowledge receipt of your letter of December 16th, 1955 concerning completion of captioned contract.

Very truly yours,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division

FFMcI:MA B

Copy to Mr. H. S. Hargreaves, Claims Manager
Portland, Oregon Claims Dept.

Copy to John M. Coke, Esq.,
1012-1015 Yeon Bldg.,
Portland, Oregon.

RECEIVED
JAN 3 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 19 1955
FOR FILING

303-171
4481

December 16, 1955

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4489 for paving on the Gladstone (Clackamas Blvd.) City Street Section in Clackamas County was completed by the contractor, P. A. Shoat Company, on October 26, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $687.01 will be released to the contractor, assigned to The Fidelity & Casualty Company of New York, after acceptance by the Commission. The total contract amount is $16,344.15, of which amount $180.26 represents force account items.

There is a claim filed against this project by the State Industrial Accident Commission for contributions due in the sum of $1,133.85, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U.S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
gf

RECEIVED
DEC 2 1955
FOR FILING

303 - 1708
4489

December 1, 1955

P. A. Sheat Co.
3325 SE 14th Ave.
Portland, Oregon

Gentlemen:

Final estimate is being made for Contract No. 4489, Gladstone (Clackamas Blvd.) City Street Section in Clackamas County.

To date we have not received bills from you on Order for Extra Work No. 1 for the State share of flagging costs. Will you advise us if bills are to be submitted for flagging costs.

Preparation of final voucher is held pending your reply.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:eh

RECEIVED
RECEIVED
DEC 1955
FOR FILING

The Fidelity and Casualty Company of New York

80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT

America Fore INSURANCE GROUP

File

4-1761
4489

November 28, 1955

Oregon State Highway Dept.,
Salem, Oregon

Att. Mr. H. B. Glaiyser, Secretary.

NOTED
FLOYD QUERY

Gentlemen:

P. A. Shoat Company
State of Oregon
131-S-1123
131-S-1124
Contract Nos. 4410, 4489

We have for acknowledgment your letter of November 17th, 1955 with enclosed notice of claim on behalf of the State Unemployment Compensation Commission in the amount of $1,133.85 against P. A. Shoat Company.

Please be advised that this matter has been referred to the attention of H. S. Hargreaves, U. S. National Bank Bldg., Portland, Oregon.

Very truly yours,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division

FFMcI:MAB

Copy to Mr. H. S. Hargreaves, Claims Manager
Portland, Oregon Claims Dept.

Copy to John M. Coke, Esq.,
1012-1015 Yeon Bldg.,
Portland, Oregon.

RECEIVED
DEC 2 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 2 1955
FOR

The Fidelity and Casualty Company of New York

80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT

America Fore INSURANCE GROUP

303-1708
4427

file

November 28, 1955

Oregon State Highway Department,
Salem, Oregon

Att. Mr. H. B. Glaisyer, Secretary.

Gentlemen:

NOTED
FLOYD QUERY

P. A. Shoat Company
State of Oregon
131-S-1124
Job No. 4489

We have for acknowledgment your letter of November 17th, 1955 in connection with your intention to release certain funds due on the captioned job. The matter continues to have our attention.

Very truly yours,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

Copy to Mr. H. S. Hargreaves, Claims Manager
Portland, Oregon Claims Dept.

Copy to Mr. John M. Coke,
1012 -1015 Yeon Bldg.,
Portland, Oregon.

RECEIVED
NOV 23 1955
FOR

The Fidelity and Casualty Company of New York

80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT

303-1708
4489

file b

November 23, 1955

Oregon State Highway Department,
Salem, Oregon

Att. Mr. H. B. Glaiyser, Secretary.

Gentlemen:

P. A. Shoat Vompany
State of Oregon
131-S-1124
Contract No. 4489

We have for acknowledgment your letter of November 9th, 1955 concerning the acknowledgment by Pitrock Products of payment of their claim.

Please be advised that this matter is having our continued attention.

Very truly yours,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division

FFMcI:MAB

Copy to Mr. H. S. Hargreaves, Claims Manager
Portland, Oregon Claims Dept.

Copy to John M. Coke, Esq.,
102-1015 Yeon Bldg.,
Portland 4, Oregon.

RECEIVED
NOV 28 1955
STATE HIGHWAY COMMISSION

REFERRED TO
SECRETARY

NOTED
FLOYD QUERY

RECEIVED
NOV 17 1955
FOR FILING

2-3-1
4489

November 17, 1955

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to P. A. Shoat Company, assigned to The Fidelity & Casualty Company of New York, a portion of the funds heretofore retained by the Commission on contract No. 4489, for paving on the Gladstone (Clackamas Blvd.) City Street Section in Clackamas County.

This payment, in the amount of $1,920.77, reduces the retained percentage to a lump sum of $500. The present payment will be released on or after November 28, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 21 1955
FOR FILING

303-17CK
4451

November 17, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. George C. Stephens
Records Division

Dear Sir:

Thank you for your letter of November 16 to which was attached three copies of a claim filed with your office against P. A. Shoat Company in the sum of $1,133.85 for contributions due. This notice of claim is against State Highway Contracts 4410 and 4489, and bears your file No. 3530.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

RECEIVED
NOV 21 1955
FOR FILING

303-170F
-145-

November 17, 1955

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the State Unemployment Compensation Commission against P. A. Sheat Company. The claim is in the sum of $1,133.85 plus interest for unpaid contributions in the first and third quarters of 1955, and pertains to our Contract No. 4410 for oiling in Division II, and Contract No. 4489 for paving in the city of Gladstone.

This information is provided as your Company appears as Surety on the Performance Bonds furnished with these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:fp
Enclosure

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

P. A. Sheat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

Pallett, Fisher & Carle, Inns.
U. S. National Bank Building
Portland 4, Oregon

NOTED ON CARD

SECRETARY OF STATE

RECEIVED
NOV 21 1955

b

NOTICE OF CLAIM

Notice is hereby given that the undersigned State Unemployment Compensation Commission has a claim for contributions due for the first and third quarters of 1955 in the sum of $1,133.85, together with interest on $1,126.24 at the rate of one-half of one percent per month, or fraction thereof from November 30, 1955 until paid, against the bond taken from P. A. Shoat Company dba Percy A. Shoat and Fay H. Collins, principals, and Fidelity and Casualty Company of New York for work done under the following described contracts for the Oregon State Highway Commission:

1. Contract No. 4410 Oiling Marion, Lincoln, Tillamook and Polk County Highways.

2. Contract No. 4469 Paving Clackamas Boulevard in Gladstone, Oregon.

The State Unemployment Compensation Commission further gives notice that no part of the aforesaid claim has been paid.

W. J. Anning
Acting Supervisor of Contributions

Subscribed and sworn to before me this 15th day of November, 1955.

W. [illegible]
Notary Public for Oregon
My Commission expires April 29, 1957

Folio 12 T.F. 30

FILED
NOV 1 1955
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
NOV 21 1955
FOR FILING

303 - 1708
4459

b

COPY

EARL T. NEWBRY
Secretary of State
Salem, Oregon

Nov. 16, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today a notice of claim by State Unemployment Compensation Commission in the sum of $1,126.24 for work on Contract Nos. 4410 and 4489, our file No. 3530.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By /s/ Geo. C. Stephens

Clerk
Records Division

(Claim against P. A. Shoat Company, Portland)
(Total claim $1,133.85, including interest).

RECEIVED
NOV 14 1955
FOR FILING

The Fidelity and Casualty Company of New York

80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT

America Fore
INSURANCE GROUP

file h

303-1708
4489

November 10, 1955

Oregon State Highway Department,
Salem, Oregon.

NOTED
FLOYD QUERY

Att. Mr. H. B. Glaisyer, Secretary.

Gentlemen:

P. A. Shoat Company
State of Oregon
Contracts 4410 and 4489
Claim Nos. 131-S-1123 - 131-S-1124

We hereby acknowledge receipt of your letter of November 1st, 1955 in which you inform us that the claims of George Cook have been paid in full.

Very truly yours,

F. F. McIntosh

F.F. McIntosh, Examiner
Surety Claims Division.

McI:MAB

Copy to Mr. H. S. Haargreaves, Claims Manager
Portland, Oregon Claims Dept.

RECEIVED
NOV 15 1955
FOR FILING

303-1708
4489

November 9, 1955

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

We have received a letter from Pitrock Products concerning Contract No. 4489 awarded to P. A. Shoat Company for paving Clackamas Boulevard in Gladstone. They write as follows:

> "Please be advised that I have today received full payment of my claim against P. A. Shoat Company from his bonding company, The Fidelity & Casualty Company of New York; therefore, you may consider my claim as withdrawn."

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attention: Mr. Carroll R. Young

P. A. Shoat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

RECEIVED
NOV 15 1955
FOR FILING

303 - 1708
4.181

C
O
P
Y

November 9, 1955

Shell Oil Company
1220 S. W. Morrison Street
Portland 5, Or gon

Attention: Mr. R. H. Forbes
Division Credit Manager

Gentlemen:

Thank you for your let er of November 3 in which you advise us that your claims against P. A. Shoat Company in the amount of $13,014.05 against Contract No. 4410, and $997.77 against Contract No. 4489 have been paid by the bonding company, and that your claims may be released. We will advise the contractor and the bonding company that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

SHELL OIL COMPANY

1220 S. W. Morrison Street

Portland 5, Oregon

November 3, 1955

COPY

Re: P. A. Shoat Contractor
3325 S. E. 14th Avenue
Portland, Oregon

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer

Gentlemen;

This will refer to our letter dated September 22, 1955 by which we informed you that P. A. Shoat Contractor was indebted to us for $13,014.05 for petroleum products purchased in connection with Oregon State Highway project No. 4410 and for $997.77 for purchases in connection with state project No. 4489.

This is to advise you that payments clearing these amounts have been received from the bonding company, and we, therefore, release the claims that were established by us by reason of our previous notification to your.

Yours very truly,

R. H. Forbes
Division Credit Manager

RHF:ST

RECEIVED
OCT 4 1955
FOR FILING

4481

September 29, 1955

Shell Oil Company
1220 S. W. Morrison Street
Portland 5, Oregon

Attention: Mr. R. H. Forbes
Division Credit Manager

Gentlemen:

We have your letter of September 22, advising that P. A. Shoat Company owes you $13,014.05 on Contract No. 4410, and $997.77 on Contract No. 4489. Inasmuch as the bonding company has requested that amounts earned under these contracts be assigned to them, we are treating your letter as a regular claim against the contracts.

Contract No. 4410 is for oiling several highways in Division 2 in Marion, Lincoln, Tillamook and Polk Counties, and is not yet completed. Contract No. 4489 is for paving Clackamas Boulevard in the city of Gladstone and has not been reported to us as being completed.

The Fidelity & Casualty Company of New York, through Pallett, Fisher & Carlo, Inc., U. S. National Bank Building, Portland 4, furnished the Performance Bonds for both of these contracts.

Should you feel that it is necessary to protect your claim against the bonds for a period longer than six months following completion of the contracts and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for making this filing. In the meantime your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp
Enclosure

NOTED ON CARD

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON

TELEPHONE ~~ATWATER 7221~~

September 22, 1955

Re: P. A. Shoat
3325 S. E. 14th Avenue
Portland, Oregon

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer

Gentlemen:

It has been reported to us that the above contractor may take steps to withdraw from his present commitments. As of August 31, 1955, he was owing us for petroleum products supplied on State contracts as follows:

Oregon State Highway Commission Number	Amount Owing August 31, 1955
4410	$13,014.05
4489	$ 997.77

These figures are supplied as a matter of information for your file, and acknowledgment of this memorandum is not expected.

Yours very truly,

R. H. Forbes
Division Credit Manager

RGW:MS

REFERRED TO
SECRETARY

RECEIVED
SEP 23 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
NOV 15 1955
FOR FILING

4489

November 9, 1955

Pitrock Products
Oregon City, Oregon

Attention: Mr. Sam Gregson

Gentlemen:

Thank you for your letter of November 2 stating that your Company has received full payment of its claim against P. A. Shoat Company on Contract No. 4489, the payment having been made by the surety, the Fidelity and Casualty Company of New York. We will advise the contractor and the surety that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

November 2, 1955

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Re: State Highway Contract #4489
P. A. Shoat Company

Gentlemen:

I previously notified the State Highway Commission that certain bills incurred by P. A. Shoat Company to the undersigned, Pitrock Products, had been unpaid.

Please be advised that I have today received full payment of my claim against P. A. Shoat Company from his bonding company, The Fidelity & Casualty Company of New York; therefore, you may consider my claim as withdrawn.

Very truly yours,

PITROCK PRODUCTS

BY: [signature]
Partner

CC: John M. Coke, Attorney
Fidelity & Casualty Co. of New York
1012 Yeon Building
Portland 4, Oregon

REFERRED TO
[signature]
BY SECRETARY
Please send letter
[illegible]

RECEIVED
NOV 3 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 10 1955
FOR FILING

3-3-1711
4487

November 9, 1955

The Fidelity and Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

A letter has been received from the Shell Oil Company in which they state that their claims against P. A. Sheet Company in the sum of $13,014.05 against Contract No. 4410, and $707.77 against Contract No. 4480, have been paid by the bonding company, and that they release their claims against the contracts.

We provide this information as your Company appears as Surety on the Performance Bonds furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

P. A. Sheet Company
3925 S. E. 14th Avenue
Portland 2, Oregon

Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

RECEIVED
NOV 10 1955
FOR FILING

4487

November 9, 1955

Shell Oil Company
1220 S. W. Morrison Street
Portland 5, Oregon

Attention: Mr. R. H. Forbes
Division Credit Manager

Gentlemen:

Thank you for your letter of November 3 in which you advise us that your claims against P. A. Shoat Company in the amount of $13,014.05 against Contract No. 4410, and $997.77 against Contract No. 4489 have been paid by the bonding company, and that your claims may be released. We will advise the contractor and the bonding company that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

C O P Y

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland 5, Oregon

November 3, 1955

Re: P. A. Shoat Contractor
3325 S. E. 14th Avenue
Portland, Oregon

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

This will refer to our letter dated September 22, 1955 by which we informed you that P. A. Shoat Contractor was indebted to us for $13,014.05 for petroleum products purchased in connection with Oregon State Highway project No. 4410 and for $977.77 for purchases in connection with state project No. 4439.

This is to advise you that payments clearing these amounts have been received from the bonding company, and we, therefore, release the claims that were established by us by reason of our previous notification to you.

Yours very truly,

/s/ R. H. Forbes

R. H. Forbes
Division Credit Manager

RECEIVED
NOV 15 1955
FOR FILING

303-170
1/4189

Salem, Oregon
November 8, 1955

Mr. G. H. Maison
Auditor

We have been advised by the Chief Counsel that any payments due P. A. Shoat Company on Contracts 4410 and 4489 should not be held up. Therefore, any warrants which you may have pertaining to these contracts should be released according to the terms of a previous assignment in favor of The Fidelity and Casualty Company of New York, in care of Mr. John M. Coke.

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

POSTED ON CARD

RECEIVED
NOV 15 1955
FOR FILING

303-1708
1/487

Salem, Oregon
November 8, 1955

Mr. G. H. Maison
Auditor

We have been advised by the Chief Counsel that any payments due P. A. Shoat Company on Contracts 4410 and 4489 should not be held up. Therefore, any warrants which you may have pertaining to these contracts should be released according to the terms of a previous assignment in favor of The Fidelity and Casualty Company of New York, in care of Mr. John M. Coke.

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

C
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P
Y

Nov. 2, 1955

Mr. Denver Young, Sheriff
Marion County
Salem, Oregon

Dear Sir:

Re: Notice of Garnishment
& Writ of Attachment
No. 228377
J. H. Harris v. P. A.
Shoat and Aletha F.
Shoat.

Receipt is acknowledged of the above captioned process, which was served upon the Highway Department on October 31, 1955.

Please be advised that the Highway Commission has no property, money, funds or credits due the defendants in this case, and we are herewith enclosing our Answer to Writ of Attachment showing this to be the situation.

Yours very truly,

H. B. Glaisyer
Secretary

FRC

cc- Mr. Fred H. Paulus, Deputy
State of Oregon Treasury Department

Hon. Robert Y. Thornton,
Attorney General

COPY

Salem, Oregon
Nov. 2, 1955

C
O
P
Y

Garnishment of Funds Due
and Owing P. A. Shoat
Company
Contracts Nos. 4410 and 4489

Mr. C. H. Maison
Auditor
O f f i c e

Dear Mr. Maison:

Your letter of November 1, 1955, regarding the above referred to matter has been referred to the undersigned.

Please be advised that I have examined the attachment and the assignments of Contracts Nos. 4410 and 4489. The facts, as I understand them, indicate that the assignments made by the contractor P. A. Shoat Company to the surety on the contract, The Fidelity & Casualty Company of New York, were filed with the Highway Commission, and notice that such assignments would be honored were sent out several weeks prior to service of the Writ of Attachment and Notice of Garnishment.

Based upon the notice of claims against the contractor filed with the Secretary of State and the Commission, it seems apparent that there was valid cause for the assignment. It is therefore my opinion that inasmuch as the Highway Commission has only the above two contracts with the contractor and assignments have been made on both contracts, that the Highway Commission has no property, money, funds or credits due the contractor P.A. Shoat Company, and therefore, any payments which are due would be due to the Fidelity & Casualty Company of New York, the surety on the contracts, and that such payments should not be held up.

Yours very truly,

C. W. Enfield
Chief Counsel

By
O. E. McAdams, Jr.
Assistant Attorney

OEMcA:FRC

cc: Mr. H. B. Glaisyer

C
O
P
Y

November 2, 1955

Mr. David Weinstein, Attorney
Portland Trust Building
Portland, Oregon

Contracts No. 4410 and 4489
P. A. Shoat Company

Dear Mr. Weinstein:

Re: Notice of Garnishment
& Writ of Attachment
No. 228377
J. H. Harris v. P. A.
Shoat and Aletha F.
Shoat
Circuit Court, Multnomah
County.

Confirming our telephone conversation of this date, please be advised that the Oregon State Highway Department has no money or funds on hand due the defendants P. A. Shoat and Aletha F. Shoat.

All funds which were due the defendant P. A. Shoat doing business as P. A. Shoat Company were assigned to the surety on the contracts, namely: Fidelity & Casualty Company of New York prior to service of the garnishment. It is our understanding that John M. Coke is the attorney for the said Company.

If we may be of any further service, please feel free to call upon us.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Contracts No. 4410 and 4489
P. A. Shoat Company
O. E. McAdams, Jr.
Assistant Attorney

OEMcA:FRS

FORM E-120 50M REVISED 3-53

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Salem, Oregon
November 2, 1955

Mr. C. W. Enfield

Attention: Mr. O. E. McAdams

C
O
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Y

Responding to your inuiry I have checked the records and find that the State Highway Commission has awarded only two contracts to P. A. Shoat Co., being Contracts Nos. 4410 and 44[illegible]9.

These contracts were awarded to P. A. Shoat as an individual doing business as P. A. Shoat Co.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG: blm

C
O
P
Y

Salem, Oregon
Nov. 2, 1955

Notice of Garnishment
& Writ of Attachment
P. A. Shoat Company
Contracts 4410 and 4489

Mr. H. B. Glaisyer, Secretary
State Highway Commission
O f f i c e

Dear Mr. Glaisyer:

Will you please advise if the Highway Department has any contracts with P. A. Shoat doing business as P. A. Shoat Company, other than Contracts Nos. 4410 and 4489.

Yours very truly,

C. W. Enfield
Chief Counsel

By
O. E. McAdams, Jr.
Assistant Attorney

OEMcA:FRC

State of Oregon

November 1, 1955

1189

COPY

Mr. Denver Young,
Sheriff of Marion County,
Marion County Courthouse,
Salem, Oregon

Dear Sheriff Young:

As a return upon the garnishment based upon writ of attachment in the case of J. H. Harris, Plaintiff, vs. F. A. Shoat of Oregon for the County of Multnomah, we advise that on October 31, 1955, the date of service of the notice of the said garnishment upon the State Treasurer, and on the date of this return, the State Treasurer held no property money, debts. rights, dues or credits identifiable as due or belonging to the defendants, or either of them.

Yours very truly,

SIG UNANDER, State Treasurer,

By

Deputy

FHP: jg
cc: Honorable Robert Y. Thornton,
Attorney General.

State Highway Commission,
Legal Department.

FORM E-90 57,000 4-52 80000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1955

C
O
P
Y

SUBJECT: P. A. Shoat Company
Contracts 4410 and 4489

To: R. L. May
Assistant Chief Counsel
B u i l d i n g

L

The attached Garnishment and Writ of Attachment No. 228377 for monies due the P. A. Shoat Company on the above mentioned contracts was forwarded to this office by Mr. Glaisyer on October 31, 1955

Assignments covering both of these contracts were received on September 30, 1955, and are now on file in the office of the Secretary of State. The assignemtns were for amounts now due or which may hereafter become due the P. A. Shoat Company in connections with the State Highway Contracts #4410 and #4489.

We also have on file a power of attorney given by the contractor, to John M. Coke, Attorney at Law, 1012-1015 Yeon Building, Portland 4, Oregon. Payments for work performed under these contracts are being written in favor of the P. A. Shoat Company assigned to the Fidelity and Casualty Company of New York, c/o John M. Coke at the above address. The Fidelity and Casualty Company of New York is also surety on both contracts.

Will you kindly advise me if we should hold up any payments on these contracts in accordance with the attached Garnishment.

C. H. Maison
Auditor

CHM:cg

cc: J. G. Herr

FORM E-30 3M 9-51 62016

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1955

SUBJECT:

To: Mr. C. H. Maison

Attached is a copy of garnishment and writ of attachment, No. 228377, Marion County, served in this office at 9:00 a.m. this morning. The papers are in behalf of J. H. Harris, plaintiff, against F. A. and Aletha F. Shoat, defendants.

OREGON STATE HIGHWAY COMMISSION

H. H. Heaney

Secretary

FAQ:fp

Enclosure

cc Mr. C. W. Enfield

Please give Enfield the amount owing by Shoats 2 jobs, 44.10 + 44.89, so he can file a return.

RECEIVED
NOV 9 1955
FOR FILING

303-1708
4487

November 8, 1955

Request for extension of time
No. 1
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from P. A. Thent Company for an extension of time on the Gladstone Section (City Street), Contract No. 4489, from September 30, 1955 to October 31, 1955.

The contractor had completed the paving of the main roadway, but still had the driveways and shoulders to complete. The contractor did not acquire equipment to complete the job on time; however, he prosecuted the job to the best of his ability with the material that he had.

There was no inconvenience to the traveling public or added expense to the State, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. Forrest Cooper

EAP hi

RECEIVED
NOV 14 1955
FOR FILING

November 2, 1955

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. E. Glaisyer, Secretary

Re: State Highway Contract #4489
P. A. Shoat Company

Gentlemen:

I previously notified the State Highway Commission that certain bills incurred by P. A. Shoat Company to the undersigned, Pitrock Products, had been unpaid.

Please be advised that I have today received full payment of my claim against P. A. Shoat Company from his bonding company, The Fidelity & Casualty Company of New York; therefore, you may consider my claim as withdrawn.

Very truly yours,

PITROCK PRODUCTS

BY: Sam Grayson
Partner

CC: John M. Coke, Attorney
Fidelity & Casualty Co. of New York
1012 Yeon Building
Portland 4, Oregon

NOTED
STATE HIGHWAY ENGINEER

RECEIVED
NOV 3 1955
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
SECRETARY
Prepare usual letter
record on card

RECEIVED
NOV 7 1955
FOR FILING

COMMISSIONERS
. CHANDLER, CHAIRMAN
s BAY
H. REYNOLDS, MEMBER
GRANDE
McIVER, MEMBER
RTLAND
GLAISYER
CRETARY

STATE HIGHWAY DEPARTMENT
4451

C
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OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 2, 1955

SUBJECT: Garnishment of Funds Due and Owing P. A. Shoat Company
Contracts Nos. 4410 and 4489

Mr. C. H. Maison
Auditor
O f f i c e

Dear Mr. Maison:

Your letter of November 1, 1955, regarding the above referred to matter has been referred to the undersigned.

Please be advised that I have examined the attachment and the assignments of Contracts Nos. 4410 and 4489. The facts, as I understand them, indicate that the assignments made by the contractor P. A. Shoat Company to the surety on the contract, The Fidelity & Casualty Company of New York, were filed with the Highway Commission, and notice that such assignments would be honored were sent out several weeks prior to service of the Writ of Attachment and Notice of Garnishment.

Based upon the notice of claims against the contractor filed with the Secretary of State and the Commission, it seems apparent that there was valid cause for the assignment. It is therefore my opinion that inasmuch as the Highway Commission has only the above two contracts with the contractor and assignments have been made on both contracts, that the Highway Commission has no property, money, funds or credits due the contractor P. A. Shoat Company, and therefore, any payments which are due would be due to the Fidelity & Casualty Company of New York, the surety on the contracts, and that such payments should not be held up.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By
O. E. McAdams, Jr.
Assistant Attorney

OEMcA:FRC

cc:Mr. H. B. Glaisyer

RECEIVED
NOV 1 1955
FOR FILING

303 1908
4489

November 1, 1955

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

We have received a letter from George Cook, Portland, advising that his claim against P. A. Sheat Company in the amount of $120.00 against Contract No. 4489 for paving in Gladstone, and $882.90 against Contract No. 4410 for oiling in Division II, has been paid in full by the Fidelity & Casualty Company of New York.

This information is provided as your Company appears as Surety on the Performance Bonds furnished with these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:fp

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

P. A. Sheat Company
3325 S. E. 14th Avenue
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

RECEIVED
NOV 1 1955
FOR FILING

202.1708
A-167

November 1, 1955

Fidelity & Casualty Co. of New York
60 Maiden Lane
New York 8, New York

Gentlemen:

We have received a letter from George Cook, Portland, advising that his claim against P. A. Shoat Company in the amount of $120.00 against Contract No. 4489 for paving in Gladstone, and $582.90 against Contract No. 4410 for oiling in Division II, has been paid in full by the Fidelity & Casualty Company of New York.

This information is provided as your Company appears as Surety on the Performance Bonds furnished with these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

FAQ:fp

Secretary

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

P. A. Shoat Company
3325 S. E. 14th Avenue
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

RECEIVED
NOV 2 1955
FOR FILING

4489

November 1, 1955

Mr. George Cook
5960 S. E. Flavel Drive
Portland 6, Oregon

Dear Sir:

Thank you for your letter of October 19 stating that your claim against P. A. Sheat Company in the amount of $120.00 on Contract No. 4489 and $882.90 on Contract No. 4410 has been paid in full. We will advise the bonding company and the surety that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

Portland, Oregon
October 19, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaysier
Secretary

Re: Contract #4410 and #4489
P. A. Shoat Co.

Gentlemen:

The undersigned, George Cook, filed a claim against P. A. Shoat Co. on State Highway Contracts #4410 and #4489, the claims being in the amount of $120.00 on Contract #4489 and $882.90 on Contract #4410.

Please be advised that I have received payment in full of all my claims from the bonding company, Fidelity and Casualty Co. of New York. Would you please, therefore, consider my claim settled and withdrawn.

Very truly yours,

George Cook

GEORGE COOK

5960 S. E. Flavel Dr

CC: Earl T. Newbry
Secretary of State
Salem, Oregon

REFERRED TO
BY SECRETARY

RECEIVED
OCT 1955
STATE HIGHWAY COMMISSION

FILED ON CARD

RECEIVED
NOV 1 1955
FOR FILING

203-1708
4489

Salem, Oregon
October 31, 1955

Mr. C. H. Maison

Attached is a copy of garnishment and writ of attachment, No. 228377, Marion County, served in this office at 9:00 a.m. this morning. The papers are in behalf of J. H. Harris, plaintiff, against F. A. and Aletha F. Shoat, defendants.

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Enclosure
cc Mr. C. W. Enfield

NOTED ON CARD

-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 29, 1955

n Gladstone (Clackamas Blvd.)
City Street

Kind of work Paving

ay

Section prefix 303-1708

actor P. A. Shoat Co.

Contract number 1139

of contract July 11, 1955
August 10, 55

Date of completion September 30, 1955
October 26, 55

work started , 19

Estimated date of completion , 19

ct authorization . . . . . $ 18,091.69

Per cent of time elapsed 129 %

ive of Engineering . . . . . $ 16,805.17

nated cost of completed project, exclusive of engineering . . . . . $ 17,400

nated per cent overrun or underrun . . . . . 4 %

cent of contract completed, based on total contract price . . . . . 100 %

neering authorization . . . . . $ 1,286.52

neering cost to date $ 1,500, 117 %

Date project was completed October 26, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, ructions from Division Engineers, exchanges in personnel of party, etc.:

On Monday the state crew black sealed the asphaltic concrete pavement.

On Wednesday the contractor rebladed and rolled the shoulders and did miscelaneous

eanup and trimming work to complete the project.

REFERRED TO Treasury BY SECRETARY

Delete the attachment on both cards. Then send the cards to the accounting dept. OTS

NOTED
L. H. Young

Signed W. H. Read Res. Engineer

Address P. O. Box 4699 Portland 2,

Original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 36365

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
in project		0.463			0.463
partially completed					
completed					
estimated quantities (contract)		3,700cy			1,360tons
quantities corrected to date					
ated quantities moved or placed to date		3,700cy			1,360tons
ge daily quantities					
ge daily quantities necessary to complete ject on time					
er shifts per day					1
per shift					8
ge force on project for week					1

lsion

d trucks under 3 tons

trucks over 3 tons

d tractors

ent used during week: Shovels ....., Power graders ...1....., Rollers....1...., Mixers ....., Crushing or screening plants .....

pressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
	Fair		
	Cloudy		
	Rain		
day	Rain		
y	Rain		
	Showers		
y	Rain		

RECEIVED
DEC 1955

W.C. Williams

COPY FOR MR. H. B. Glaisyer Secretary

RECEIVED
NOV 2 1955
FOR FILING

62-17-1
4459

Portland, Oregon
October 19, 1955

RECEIVED
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Attention: H. B.Glaisyer
Secretary

Re: Contract #4410 and #4489
P. A. Shoat Co.

Gentlemen:

The undersigned, George Cook, filed a claim against P. A. Shoat Co. on State Highway Contracts #4410 and #4489, the claims being in the amount of $120.00 on Contract #4489 and $882.90 on Contract #4410.

Please be advised that I have received payment in full of all my claims from the bonding company, Fidelity and Casualty Co. of New York. Would you please, therefore, consider my claim settled and withdrawn.

Very truly yours,

/s/ George Cook

GEORGE COOK

CC: Earl T. Newbry
Secretary of State
Salem, Oregon

RECEIVED
NOV 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
CEIVED
17 1955

The Fidelity and Casualty Company of New York

80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT

3-1708
4489

file B

America Fore INSURANCE GROUP

October 10, 1955

NOTED
FLOYD QUERY

Oregon State Highway Dept.,
Salem, Oregon.

Att. Mr. Floyd Query, Assistant Secretary.

Gentlemen:

P. A. Shoat Company
State of Oregon
131-S-1124
Job No. 4489
131-S-1123
Job No. 4410

We have your claim notice under date of September 29th, 1955 with regard to the obligations alleged owing to Shell Oil Company. Please be advised that we have referred this matter to H. S. Hargreaves, Claims Manager, U. S. National Bank Bldg., Portland, Oregon.

Please feel free to communicate further either with this office or with Mr. Hargreaves.

Very truly yours,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

RECEIVED
OCT 14 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 17 1955
FOR
303-1708
4489

The Fidelity and Casualty Company of New York

80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT

America Fore INSURANCE GROUP

file

October 10, 1955

NOTED
FLOYD QUERY

Oregon State Highway Dept.,
Salem, Oregon.

Att. Mr. Floyd Query, Assistant Secretary.

Gentlemen:

P. A. Shoat Company
State of Oregon
131-S-1124
Job No. 4489
131-S-1123
Job No. 4410

We have your claim notice under date of September 29th, 1955 with regard to the obligations alleged owing to Shell Oil Company. Please be advised that we have referred this matter to H. S. Hargreaves, Claims Manager, U. S. National Bank Bldg., Portland, Oregon.

Please feel free to communicate further either with this office or with Mr. Hargreaves.

Very truly yours,

F. F. McIntosh
F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

RECEIVED
OCT 14 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 4 1955
FOR FILING

2.2-1708
4411

September 29, 1955

Fidelity and Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

A letter has been received from Shell Oil Company, 1220 S. W. Morrison Street, Portland 5, advising us that P. A. Sheet Company owes them the sum of $13,014.05 for petroleum products furnished on Contract No. 4410, and in addition the sum of $997.77 for petroleum products furnished on Contract No. 4489. Contract No. 4410 is for oiling several highways in Union, Lincoln, Tillamook and Polk Counties, and Contract No. 4489 is for paving Clackamas Boulevard in the city of Gladstone.

This information is provided as your Company appears as Surety on these two contracts.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Ousry, Assistant Secretary

FAOsfp

cc Fidelity & Casualty Co. of New York
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

P. A. Sheet Company
3325 S. E. 14th Avenue
Portland 2, Oregon

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 4 1955
FOR FILING

207 1208
4489

September 30, 1955

Mr. John M. Coke
Attorney at Law
1012-1015 Yeon Building
Portland 4, Oregon

Dear Mr. Coke:

Upon my return to the office after several days absence, I find on my desk your letter of September 23, 1955 transmitting assignments by P. A. Sheat Company to the Fidelity and Casualty Company of New York of amounts now due or which may hereafter become due P. A. Sheat Company in connection with State Highway Contracts Nos. 4410 and 4489, No. 4410 being for Division 2 Oiling Project in Marion, Lincoln, Tillamook, and Polk Counties, and No. 4489 being for paving work on Clackamas Boulevard in Gladstone, Clackamas County.

Examination of these assignments discloses them to be satisfactory and we will be glad to honor them. The warrants hereafter issued in payment of work performed under both contracts will be forwarded to you as Attorney in Fact for the Fidelity and Casualty Company of New York as directed in your letter. Instructions to that effect are being given to our Auditor today.

I wish to call your attention to claims that have been filed with the State Highway Commission against these jobs:

Contract No. 4410
Claim of LeRoy W. Hancock for wages and equipment rental in the sum of $1,356.39. This claim was filed through the Secretary of State.

Claim of George Cook in the sum of $882.90. This claim was filed with the Secretary of State.

Contract 4489
Claim of George Cook in the sum of $120.00; also filed with the Secretary of State.

Mr. John M. Coke September 30, 1955

FOR FILING

When these claims and others which may be outstanding against these two contracts have been satisfied, it will be appreciated if you will advise me by forwarding receipts in order to clear the Commission's records.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Fidelity and Casualty Company of New York
Pallett, Fisher and Carlo Inc., Agent
1001 U.S. National Bank Building
Portland 4, Oregon

C. H. Maison (2)

Mr. Maison:

I hand you herewith one signed copy of each of the assignments mentioned in the above letter. Also attached is a copy of Mr. Coke's letter of September 23, in the last paragraph of which it is requested that warrants be mailed to him in Room 1012 Yeon Building, Portland 4, Oregon. Will you please see that the warrants go direct to Mr. Coke.

Thank you.

HBG

RECEIVED
OCT 4 1955
FOR FILING

303-1708
44189

UAL"

THE FIDELITY AND CASUALTY CO OF NEW YORK

C O P Y

C O P Y

September 27, 1955

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Re: P. A. Shoat Company
State of Oregon
Our Claims 131-S-1123 and
131-S1124
Contract Numbers 4410 and 4489
****

GENTLEMEN:

We have our lett r of September 15, 1955 submitting the claim of George Cook. Please be advised that we are referring this matter to H. S. Hargreaves, Claims Manager, at U. S. National Bank Building, Portland, Oregon

Yours truly,

Frederick McIntosh, Examiner
Surety Claims Division

FMcI.:RR

RECEIVED
SEP 27 1955
FOR FILING

322-17
4489

THE FIDELITY AND CASUALTY CO. OF NEW YORK
80 Maiden Lane, New York 38, New York
Frank A. Christensen, president J. Victor Herd,

C
O
P
Y

September 23, 1955

Oregon State Highway Department
Salem,
Oregon

Re: P. A. Shoat Company
Oregon State Highway Commission
Contract No. 4410 - 131-S-1123
4489 - 131-S-1124

Gentlemen:

We have your notice of claim under date of September 15, 1955. We are presently investigating the coverage for these jobs. These matters have been referred to Mr. H. S. Hargraves, Claims Manager, U. S. National Bank Building, Portland, Oregon.

Yours truly,

F. F. MCIntosh, Examiner
Surety Claims Division

FFM:MF

RECEIVED
OCT 4 1955
FOR FILING

203-17 0X
4457

September 16, 1955

Pallett, Fisher and Carlo Inc.
General Agents
The Fidelity and Casualty Company of New York
1001 U.S. National Bank Building
Portland 4, Oregon

Attention: Mr. Fred Fisher:

In conformity with our telephone conversation of a few moments ago, I have prepared and enclose five copies of a form of assignment whereby P. A. Shoat Company assigns to the Fidelity and Casualty Company of New York all monies that are now due or which may hereafter become due P. A. Shoat Company in connection with State Highway Contract No. 4489, paving of Clackamas Boulevard within the city of Gladstone. Also enclosed is a similar assignment covering monies due P. A. Shoat Company in connection with State Highway Contract No. 4410 for oiling work in Division 2.

These assignments are in quintuplicate, and when signed by Mr. Shoat please return the original and one copy to the State Highway Department for further handling. We will expedite issuance of warrants covering the payments upon receipt of the assignment.

You inquired how much money is owing to P. A. Shoat Company in connection with both jobs. Our records show the following:

Contract No. 4489 -- $6,536.25
Contract No. 4410 -- $8,229.52

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBGtjmc

RECEIVED
OCT 4 1955
FOR FILING

F-3-170
1121

September 15, 1955

Mr. Clifford S. Beckett
c/o Jack and Beckett, Lawyers
Suite 200, Butler Building
Oregon City, Oregon

Dear Mr. Beckett:

This will acknowledge your letter of September 14, 1955, transmitting a form of assignment whereby P. A. Sheet Co. assigns to Pitrock Products, an agreed sum of $4275.60 for material furnished in connection with State Highway Contract No. 4489 covering pavement of the Gladstone (Clackamas Blvd.) Section of a city street in Gladstone.

I am sorry, but we cannot accept the assignment in the form that it has been prepared. The Highway Commission has a standard form for this purpose which must be used if the assignment is to be honored. I enclose an original and four copies of the same with blank places filled in with the exception of the amount to be assigned. It is contrary to the established policy of the State Highway Department to honor an assignment for an amount that does not equal the exact amount of a current pay voucher. In this instance, I am informed by our accounting division that the current estimate is in excess of $4200, but the exact amount has not been determined. If you will have P. A. Sheet Co. sign these assignment forms and return the original and one copy to this office, it will be honored provided a letter is also received from the Company's surety, consenting to the assignment without prejudice to the bond, the surety in this instance is The Fidelity and Casualty Company of New York for whom Pallett, Fisher & Carlo, Inc. are agents, with offices in the U. S. National Bank Building, Portland.

We cannot honor any assignment unless the surety on the bond consents thereto. The exact amount of the voucher will be inserted in this office when it has been determined by our accounting division. The Commission's Chief Auditor is being requested today to withhold payments to P. A. Sheet Co. in connection with this job pending disposition of the assignment.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HDG:mmm
cc: C. H. Maison
Enclosure Floyd Query

JACK & BECKETT
LAWYERS
SUITE 200 BUTLER BUILDING
OREGON CITY, OREGON

GLENN R. JACK
CLIFFORD S. BECKETT
JAMES O. GOODWIN
FRANK P. SANTOS

September 14, 1955

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

We are enclosing herein assignment by P. A. Shoat Company authorizing and directing that from Job # 4489 there be paid from the sums due from the Oregon State Highway Commission to P. A. Shoat Company , the sum of $4275.60 to Pitrock Products, who have furnished the gravel for the job.

If there is anything further that is needed in this regard to expedite the matter, kindly bring it to our attention and we will be glad to comply.

Very truly yours,

Clifford S. Beckett

CSB:cm

Enc - 1

RECEIVED
SEP 15 1955
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

Sept. 12, 1955

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

The undersigned is indebted to Pitrock Products for 3054 yards of gravel in an agreed sum of $4275.60, being material used for the re-surfacing of public thoroughfares in Gladstone, Oregon and particularly Clackamas Blvd., being job # 4489; the undersigned hereby requests and directs that said sum be paid by the Oregon State Highway Commission to Pitrock Products of Oregon City, Oregon from the proceeds due the undersigned arising out of the contract of employment between the Oregon State Highway Commission and the undersigned.

The undersigned hereby directs that said sum paid to Pitrock Products reduce the sum due from the Oregon State Highway Commission to the undersigned to the extent thereof, and that by reason thereof, the undersigned hereby undertakes and agrees to indemnify and hold the State of Oregon harmless by reason of such payment.

Dated this 13 day of September, 1955.

P.K. Snook Company
By P.K. Snook President

Witness

RECEIVED
SEP 15 1955
STATE HIGHWAY COMMISSION

RECEIVED
SEP 20 1955
FOR FILING

September 15, 1955

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Geo. Cook against P. A. Sheet Company for equipment rental and labor. The claim is in the amount of $882.90 against Contract No. 4410 for oiling in Marion, Lincoln, Tillamook and Polk Counties. Also, there is an account of $120.00 against Contract No. 4487 for paving in the city of Gladstone.

Included in the claim is an additional amount of $315.00 which appears to be a Multnomah County job.

We provide this information as your Company appears as Surety on the Performance Bond furnished for the two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fy
Enclosure

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California

P. A. Sheet Company
3325 S. E. 14th Avenue
Portland 2, Oregon

Pallett, Fisher & Carle, Inc.
U. S. National Bank Building
Portland 4, Oregon

RECEIVED
SEP 20 1955
FOR FILING

203.1104
4481

September 15, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of September 12 to which were attached three copies of a claim filed with your office by George Cook against P. A. Shoat Company. This claim is in the amount of $882.90 against Contract No. 4410, and $120.00 against Contract No. 4489. The claim bears your file No. 3521.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Sept. 12, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today the notice of claim by George Cook, which you forwarded to us for filing, our file No. 3521.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By /s/ Geo. C. Stephens

Clerk
Records Division

NF:M
Enc.

RECEIVED
SEP 21 1955
FOR FILING

Exc-1114
4487

September 8, 1955

Fidelity and Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

We have received a claim from George Cook, 5060 S. E. Flavel Drive, Portland 6, Oregon, against F. A. Shoat Co. for truck rental and labor. The claim shows an amount of $982.90 against State Highway Contract No. 4410 for oiling in Division II on the Silver Creek Falls and North Santiam Highways. He also makes a claim in the sum of $12[illegible].00 for trunk rental and labor against our Contract No. 4489 for paving Clackamas Boulevard in the city of Gladstone.

This information is furnished as your Company appears as Surety on the Performance Bonds furnished with these contracts.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp
Enclosure

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attn: Carroll R. Young

F. A. Shoat Co.
3325 S. E. 14th Avenue
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 21 1955
FOR FILING

September 8, 1955

Mr. George Cook
5960 S. E. Flavel Drive
Portland 6, Oregon

Dear Sir:

This is to acknowledge receipt of two copies of a claim which you have addressed to the State of Oregon against P. A. Shoat Co. for truck rental and labor.

Your claim shows an amount of $882.90 against our Contract No. 4410, which is for oiling work in Division II in Marion, Lincoln, Tillamook and Polk Counties.

Also shown is a claim in the amount of $120 against our Contract No. 4489 for paving Clackamas Boulevard in the city of Gladstone.

A third amount shown is in the sum of $315.00 for Multnomah County job, 131st Street and Division Street, Portland. We believe that this claim pertains to a Multnomah County Contract.

The Fidelity & Casualty Company of New York, through its agent, Pallett, Fisher & Carlo, Inc., U. S. National Bank Building, Portland 4, furnished the Performance Bonds for both of these contracts, namely, Nos. 4410 and 4489. As you probably know, the bond is given to assure completion of the work and payment of all bills incurred in the contracts.

As you have sent us two copies of your claim, we are assuming that one of these copies is intended for the Secretary of State for filing in his office and we, therefore, have forwarded a copy to that office. We are noting your claim in our records and are advising the contractor and the surety that it has been received.

Very truly yours,

H. B. Olmsyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp

cc Mr. Geo. G. Stephens
Secretary of State Office

NOTED ON CARD

Aug. 31, 1955
Portland, Oregon

TO: State of Oregon

Notice is hereby given that the undersigned, George Cook, has a claim for truck rental including driver in the sum of $1317.90 against the bond taken from Pallet, Fisher, & Carlo Inc. for work as follows:

(The Fidelity & Casualty Co. of N.Y. Surety P. A. Shoat Co. Contractor).

Aug.	8	7	hrs.	
"	9	8	"	Silver Creek Falls Sec.
"	10	13	"	Contract #4410
"	11	12	"	P. A. Shoat Co.
"	12	6½	"	
"	22	9½	"	
"	23	9½	"	North Santiam Sec.
"	24	8½	"	Contract #4410
"	25	7	"	P. A. Shoat Co.
"	26	10	"	
"	27	6	"	

97 hrs. @ $ 10.00 per hr. $ 970.00

less gasoline 325 gals. @ 26.7 ¢ per gal. 87.10

$ 882.90

Aug.	13	7½	hrs.	
"	15	10	"	Multnomah County Job.
"	16	8	"	131 st & Division St.
"	17	6	"	Portland, Oregon
				P. A. Shoat Co.

31½ hrs. @ $ 10.00 per hr. 315.00

Aug.	18	8	hrs.	Gladstone, Oregon
"	19	4	"	Contract #4489
				P. A. Shoat Co.

12 Hrs. @ $ 10.00 per hr. 120.00

Total due us..... $ 1317.90

" I certify that the above bill is correct and just and that payment therefor has not been received."

RECEIVED
SEP 1 1955
OREGON
STATE HIGHWAY COMMISSION

George Cook

George Cook
5960 S. E. Flavel Drive
Portland 6, Oregon

RECEIVED
AUG 10 1955
FOR FILING

303 - 1708
4-1-1

August 9, 1955

P. A. Sheat Company
3325 S. E. 14th Ave.
Portland 2, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4489, which was awarded to you by the State Highway Commission on July 11, for paving on the Gladstone (Clackamas Blvd.) City Street Section in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
V. R. JONES

July 12, 1955

Mrs. Bernice Marlow
City Recorder
Gladstone, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Madam:

This is to acknowledge receipt of City of Gladstone Warrant #1726 in the amount of $3,550 for the city's advance deposit for the Special City Allotment project on Clackamas Boulevard.

On July 11, Contract No. 4489 was awarded to P. A. Shoat Company for paving Clackamas Boulevard. The contract provides that the project shall be completed by September 30, 1955.

A copy of the contract and set of plans are being forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

CITY OF GLADSTONE

GLADSTONE, OREGON

July 7, 1955

Oregon State Highway Commission,
Salem, Oregon

Attention: John W. Cattrall

Dear Sir:

We are enclosing a check in the amount of $3,550.00 as an advance deposit, as per our agreement on the Clackamas Boulevard Special City Allotment project in the City of Gladstone.

Y ours very truly,

Bernice Marlow
City Recorder

RECEIVED
JUL 11 1955
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JUL 15 1955
FOR FILING

303-1705

4427

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1955

SUBJECT:

To: Mr. C. H. Maison
Accounting Division

NOTED
W. C. WILLIAMS

Attached is City of Gladstone Warrant No. 1726 in the amount of $3,550. This amount represents the city's advance share for the construction of the Special City Allotment project on Clackamas Boulevard in Gladstone.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

cc: S. H. Probert
W. C. Williams

RECEIVED
JUL 11 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 11 1955
FOR FILING

303-1708
4/4F1

B

July 11, 1955

P. A. Shoat
3325 S. E. 14th Avenue
Portland, Oregon

Dear Sir:

The State Highway Commission on July 1, 1955 accepted your proposal for the Gladstone (Clackamas Blvd.) Paving Project, in Clackamas County, for the sum of $15,781.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4489.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.

ED
TRALL

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM
DAY LETTER
NIGHT LETTER

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 11, 1955
10:45 a.m.

P. A. Sheat Co.
3325 S. E. 14th Avenue
Portland, Oregon

Contract for Gladstone Paving Project, Clackamas County, for which you submitted low bid on July 1, 1955 awarded you today. Contract forms follow shortly.

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
Files
C. W. Head

will be appreciated
awarded until this deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

ED
TRALL

WESTERN UNION

W. F. MARSHALL, PRESIDENT

1206 10-51

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM
DAY LETTER
NIGHT LETTER

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

$
S
E

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R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

RAIL

NOTED
Harold C. Ayers

July 5, 1955

Mr. Dorsey A. Longmire
City Manager
Gladstone, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

On July 1, 1955 the State Highway Commission received bids on the Clackamas Boulevard Special City Allotment project in Gladstone. The low bid was received from P. A. Shoat of Portland, Oregon, and the estimated total cost of the project based on this bid is as follows:

Contract Items	$16,081.50
12-1/2% Engineering & Contingencies	2,010.19
Survey	500.00
Total.....	$18,591.69

As per the agreement executed by the City and State, the City is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with the project an advance deposit of $3,550 is required. Please make this deposit by means of a check payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until this deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

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NOTED
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July 5, 1955

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Gladstone, Oregon

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Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

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NOTED
Harold C. Ayers

July 5, 1955

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City Manager
Gladstone, Oregon

NOTED
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Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

RECEIVED
JUL 5 - 1955
FOR FILING

303-1708
4489

July 5, 1955

Bernice Marlow, City Recorder
City Hall
Gladstone, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City one fully executed copy of an agreement between the State Highway Commission and the City of Gladstone covering the Special City Allotment project on Clackamas Boulevard in the city of Gladstone.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 1

ECEIVED
JUL 6 - 1955
OR FILING

303 - 17.08
4489

MISC. CONTRACTS and
AGREEMENTS No. 1652

Salem, Oregon
July 5, 1955

Mr. John W. Cattrall
City & County Relations Dept.
B U I L D I N G

Dear Mr. Cattrall:

Attached is a conformed copy of an agreement with the City of Gladstone covering the Special City Allotment project on Clackamas Boulevard in the city of Gladstone.

One fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Gladstone, Oregon.

Very truly yours

Secretary

rm
Attach: 1

RECEIVED
JUL 7 - 1955
FOR FILING

COPY

Salem, Oregon
June 23, 1955

Mr. W. C. Williams
OFFICE

Attached are three copies each of agreements covering the Special City Allotment projects in the cities of Gladstone and Enterprise.

Two copies of each agreement have been executed by the cities and are now ready for presentation to the Highway Commission. These copies require your signature of approval.

These projects were approved by the Highway Commission on December 7, 1954.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm
Att.

ORDINANCE NO. 566

6-14-55

An Ordinance providing for a form of agreement by and between the City of Gladstone, Oregon, and the State of Oregon acting by and through its State Highway Commission, for the improvement of Clackamas Boulevard from Highway 99 to Portland Avenue, a distance of approximately 0.46 miles, and declaring an emergency.

WHEREAS, The City of Gladstone, Oregon, has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of O.R.S. 366.800 and 366.805, and

WHEREAS, The State Highway Commission has accepted such application for the improvement of Clackamas Boulevard from Highway 99 to Portland Avenue, and

WHEREAS, In the form of agreement prepared by the State Highway Commission a copy of which, marked " Exhibit A ", is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and No/100 ($15,000.00) Dollars, and the City of Gladstone to pay all cost in excess of said $15,000.00;

THE CITY OF GLADSTONE DOES ORDAIN AS FOLLOWS:

Section 1: That that certain form of agreement herein above referred to be entered into by the City of Gladstone, Oregon and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Clackamas Boulevard and is hereby approved and accepted as submitted.

Section 2: That the Mayor and in his absence the Acting Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3: WHEREAS, It is necessary that said improvements be made in the summer of 1955 while the weather permits, and whereas the State Highwa y Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Gladstone, Oregon, an emergency is declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor, as authorized by the City Charter dated [illegible].

Ayes [illegible]

Nays [illegible]

Submitted to and approved by the Mayor on the 14th day of June, 1955.

[illegible]

Acting Mayor

[illegible]

Recorder

NOTED

NOTED
Harold C. Ayers

June 7, 1955

Mr. Dorsey L. Longmire
City Manager
Gladstone, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Dear Sir:

The State Highway Commission plans to call for bids at its June 30-July 1 meeting for the construction project on Clackamas Boulevard in Gladstone. Enclosed are three copies of an agreement covering this project. The agreement is in accordance with the Special City Allotment project as requested by the City and approved by the Highway Commission.

Will you please have the City Council pass an ordinance, similar to the attached example, authorizing the Mayor and Recorder to sign the enclosed agreement. Please include a copy of this ordinance with the signed copies of the agreement.

As the contract cannot be awarded until the signed agreement is in our hands, will you please have the Mayor and Recorder sign the attached copies of the agreement, with their signatures attested by a third party, stamp with the City Seal, and return all signed copies to this office prior to June 16, 1955. After signature by the State Highway Commission a fully executed copy will be returned for the City's files.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Encl.

Salem, Oregon
March 14, 1955

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

The attached field data on the Special City Allotment project in Gladstone has been checked and found to be essentially as approved by the Commission.

The city advised that they are unable to furnish the required funds at this time and desire that the project be held in abeyance until after July 1, 1955.

John W. Cattrall
Engineer, County and City Relations

By

H. C. Ayers
Field Engineer

HCA:mm
Att.

cc: V. G. O'Neil

March 14, 1955

Mr. Dorsey A. Longmire
City Superintendent
Gladstone, Oregon

NOTED
Harold C. ... H

Dear Sir:

I am replying to your letter of March 10, 1955 advising of the City's inability to furnish the required funds for the Special City Allotment project on Clackamas Boulevard at this time. The proposed project will be held in abeyance until further word is received from the City.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

CITY OF GLADSTONE

GLADSTONE, OREGON

March 10, 1955

Oregon State Highway Department,
Salem, Oregon

Attention: Mr Harold Ayers, Field Engineer

Dear Mr Ayers:

I talked with the Mayor, Mr Bauer about the additional $5000.00, the City of Gladstone would have to submit for the improvement of Clackamas Boulevard. He feels we do not have ample funds and we should not use the new supplementary budgeting procedure for the extra gas tax refund. Therefore, we will wait until we can include this $5000.00 in the new budget.

Yours very truly,

Dorsey A. Longmire

Dorsey A. Longmire
City Superintendent

FORM E30—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 17, 1955

SUBJECT: City of Gladstone

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith engineer's estimate and field specifications covering proposed work on Clackamas Boulevard in the City of Gladstone. The following supporting data are here attached.

One File Computation Notes
Vicinity Map, Detail Paper
One Roll Platted Cross Sections
One Roll Profile, Onion Skin

The estimated cost of the job is $4,000.00 more than was set up by the City-County Relations Department. This is due to the fact that it was considered necessary to reinforce the existing roadbed with 6 inches of crushed rock, instead of placing asphaltic concrete pavement directly on the existing surface. Any and all catch basins that might require raising or lowering, such work will be performed by the City of Gladstone.

Yours very truly,

F. T. YOUNG
Assistant Division Engineer

FTY:w
Encl.
cc: John W. Cattrall
H. C. Broadwell

FORM E-99 25M 8-51 58316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 24, 1955

SUBJECT: Base Design Charts

To: Mr. A. G. Shelton
Division Engineer
Division I
Portland, Oregon

RECEIVED
JAN 24 1955
ENGINEER
COUNTY & CITY RELATIONS

Dear Sir:

Reference is made to the Clackamas Hwy. Section, of the Gladstone City Streets.

Enclosed you will find 2 base design charts prepared from laboratory tests, numbers [illegible].

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

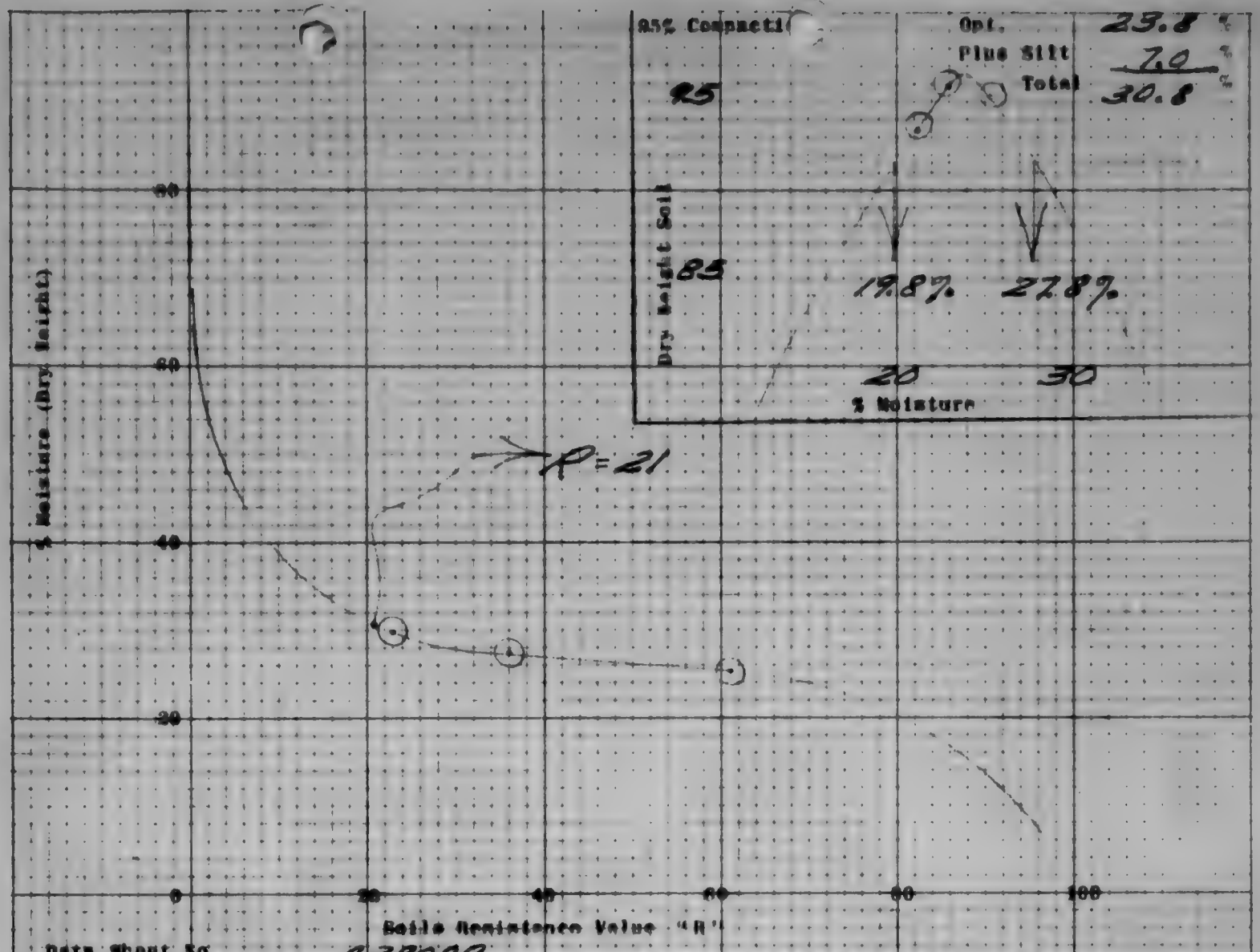
H. G. Smith
Construction Engineer

By Ray Webber

Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
James Cosbell
County and City
J. A. Larsen

CLEARPRINT PAPER CO.



Data Sheet No. A32089

Lab. No. 355291

LL 36

PI 10

Pass 200 Screen 78.8 %

HYDROMETER ANALYSIS

Particles larger than

2.0 mm .3 %

Coarse Sand 3.0 %

Fine Sand 25.4 %

Silt 46.4 %

Clay 24.9 %

Sg 2.60

Natural Moisture %

NOTE

This curve indicates the recommended base and surfacing requirments for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available, in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

Zone & Sect MH Traffic 15.5

Minus Rock Reduction —

Minus Wearing Surface 3.0

12.5

Plus 25% Increase 3.0

Plus Wearing Surface 3.0

Total Base & Wear 18.5

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Clackamas Blvd.

Hwy Gladstone City St.

Station 50' E. Arlington St. & Clackamas Jct.

Depth 1'-3'

Hole #

To be used Subgrade

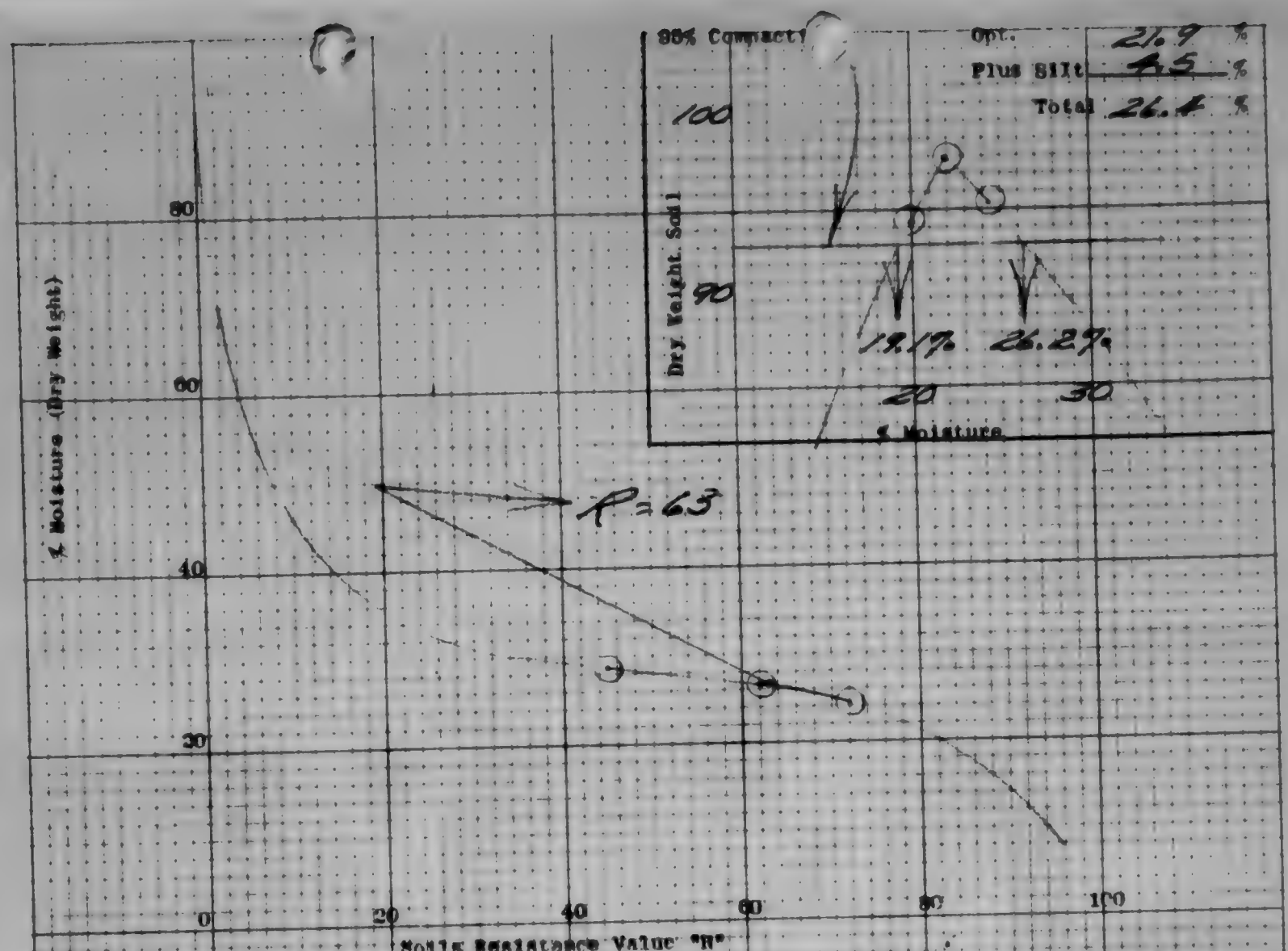
Prefix No. 303 1479

County Clackamas

Date 1-24-55

Designed by S

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H
73100 10 DIVISIONS PER INCH 100 WAYS 70 x 100 DIVISIONS
CLEARPRINT PAPER CO.
TECHNICHART



Data Sheet No A38087
Lab. No. 355292
LL 32
PI 5

Pass 200 Screen 58.6 %

HYDROMETER ANALYSIS

Particles larger than
.0 mm 35.8 %
Coarse Sand 8.8 %
Fine Sand 26.1 %
Silt 34.9 %
Clay 16.4 %
Sp 2.62
Natural Moisture %

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction or base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear MH Traffic 11.0

Minus Rock Reduction —

Minus Wearing Surface 3.0 "
8.0 "
Plus 25% Increase 2.0 "
Plus Wearing Surface 3.0 "
Total Base & Wear 13.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Clackamas Blvd
Hwy Gladstone City St
Station 100' E. Ballview Ave.
Depth 1'-3'
Hole #
To be used Subgrade

Prefix No 303-1479
County Clackamas
Date 7-24-56
Designed by S

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 070
TEISO. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
CLEARPRINT PAPER CO.

December 9, 1954

NOTED
Harold C. Ayers

Mr. Dorsey A. Longmire
City Superintendent
Gladstone, Oregon

Dear Sir:

On December 7, 1954, the State Highway Commission approved a project in the City of Gladstone as requested in your resolution dated July 27, 1954, to be constructed from the 1955 Special City Allotment fund.

The project as approved is described in the attached summary. Your letter of October 21, 1954, indicates that the City will work out the drainage problem prior to the State's participation. You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Att.

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1954

SUBJECT: File This: City of Gladstone
Assignment #5303

To:

Mr. W. C. Williams
O F F I C E

We hand you herewith seven copies of the proposed 1955 Special City Allotment program. This report is complete and ready to present to the Highway Commission. It is believed that the report is self-explanatory.

Your attention is invited to application no. 68 from the City of Gladstone which has been recommended for approval. I am returning herewith Assignment No. 5303.

John W. Cattrall
Engineer, County and City Relations

HCA;JWC:mm
Att.

CITY OF GLADSTONE

GLADSTONE, OREGON

October 21, 1954

Harold C. Ayers, Field Engineer,
County and City Relations,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr Ayers:

The City of Gladstone held a council meeting last evening and the subject of the request for the improvement of Clackamas Boulevard was brought to the council's attention. After some discussion in reference to the drainage that would be needed along this route, which creates a problem since most of this is private property on both sides of the Boulevard, I am positive something can be worked out. Then upon motion duly made, seconded and unanimously carried, it was decided that you should submit our request for Clackamas Boulevard from U.S. Highway 99 E to Portland Avenue.

I told the council about your suggestion of the method of improving First Street up to the point of receiving oil and then routing trucks over this street. Then the following year request the State for aid from their special city allotment fund to improve this as the truck route.

If it would not be too much trouble, I would like very much to have a copy of your specifications in reference to street or highway construction.

Show me Longmire
ad give him Stadyetta
466

Yours very truly,

Dorsey A. Longmire

Dorsey A. Longmire
City Superintendent

RECEIVED
OCT 22 1954
OREGON
STATE HIGHWAY COMMISSION

CITY OF GLADSTONE

GLADSTONE, OREGON

NOTED
V. R. JONES

September 10, 1954

Harold C. Ayers, Field Engineer,
County & City Relations,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Mr Ayers:

At our last council meeting September 7th, the problem of the truck route was brought up once again. I had expected a decision at that meeting but, I am sorry to say the matter was tabled. The council members are reluctant to act on the subject, due to the fact that is a hot potatoe.

I have been instructed to ask the State Highway Commission if they would take over Arlington Street or some other route through the city as a state highway making a connecting link between 82nd Street and U.S. Highway 99 E.

I would like to have your opinion on the subject of the improvement of Clackamas Boulevard from Portland Avenue to Highway 99 E, which has been recommended by you for aid to your Commission. If this was approved, could the city change their mind before construction began without getting into trouble from your office. Could you take the money alloted to us and give it to some other needy city after our request was approved?

I plan to be in Salem next Wednesday and will try to see you at that time.

Yours very truly,

Dorsey A. Longmire

Dorsey A. Longmire
City Superintendent.

RECEIVED
SEP 13 1954
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
SEP 13 1954
OREGON
STATE HIGHWAY COMMISSION

64-80

$250,000 '55

no 68

Gladstone 8-31-54

Investigate Condition of Clackamas Boulevard which is presently being used by heavy unusual industrial traffic and generally is in poor condition from 99E to Portland Avenue.

First Street has recently been graded and very lightly graveled and is receiving only a slight amount of industrial traffic. The trucks and vehicles wishing to pass between 82nd Pl. and 99E use Clackamas Boulevard entirely.

The portion of Clackamas Blvd between Portland Avenue and the First St Connection is in fair to good condition.

Clackamas Boulevard has been graded 18' in width and right of way is narrow, 30' and alignment crooked, has been a 3" lift of asphaltic concrete, with some added base on shoulders to allow 20' pavement would put the street in shape to carry the heavy traffic.

H Clyne.

Talked to Mr. Dorsey A. Longmire who asked me to await their next Council meeting before we made any estimate or decision as they might use Arlington Street as truck route after all.

1464.

FORM E-125 500M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 23, 1954

Mr. M. Holms
335 Clackamas Boulevard
Gladstone, Oregon

Dear Sir:

Reference is made to your letter of August 16 to Mr. Fred Hagemann of the State Highway Department, with accompanying petition regarding routing of trucks over Clackamas Boulevard. As Clackamas Boulevard is a city street entirely under the jurisdiction of the governing body of the City of Gladstone, the State Highway Commission would have no control over this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Gladstone City Council
Mr. W. C. Williams
Mr. John Cattrall

NOTED
F. HAGEMANN

RECEIVED
AUG 23 1954
ENGINEER
RELATIONS

NOTED
V. R. JONES

Salem, Oregon
August 18, 1954

NOTED
Harold C. Ayers

Mr. W. C. Williams
O F F I C E

Attached is a copy of a letter and petition from M. Holmes regarding routing trucks over Clackamas Boulevard in the City of Gladstone, and a suggested letter in answer thereof.

Apparently this is a result of the City Council's action in requesting a Special City Allotment project on Clackamas Boulevard as reported in my letter to you of August 2nd.

At the meeting which I attended on July 27th and covered in my letter report of August 2nd, I made it quite clear to the members of the Council and other people attending the meeting that the Highway Commission had no control over truck routing over Gladstone city streets and that this was a matter for determination by the City Council.

We are still holding Gladstone's Special City Allotment project application for the improvement of Clackamas Boulevard pending instructions from you as to how to proceed.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Att.

NOTED
J. F. HAGEMANN

no.68

NOTED
Harold C. Ayers

NOTED
V. R JONES

Salem, Oregon
August 2, 1954

City of Gladstone
Special City Allotment Project

Mr. W. C. Williams
O F F I C E

As per your instructions I attended the Gladstone City Council meeting on the night of July 27th and discussed the truck route question with them. This was an open meeting and several residents of Arlington Street were in attendance.

I presented a brief resume of the policy and procedure followed by the Highway Commission in connection with the $250,000 Special City Allotment fund, stating that final approval of projects was a matter for Commission action after investigation and report by the engineering department.

I further advised that it was highly unlikely that the engineering department would recommend approval for a project on Clackamas Boulevard (present truck route) since Arlington Street, after having been improved with these Special City Allotment funds, had been closed to truck traffic. I explained the possibilities involved if a city continually shifted its truck or heavy traffic from street to street and Special City Allotment projects were approved as each street became damaged and that, in our opinion, such a procedure would not be fair to other cities.

After considerable discussion and questions by members of the Council and other people attending the meeting, the Council indicated that it intended to apply for a project on Clackamas Boulevard in any event. This application is based on the following representations by the city officials:

1. After having made application for improvement of Arlington Street the City Council requested that this application be cancelled when it was determined a clause would be included in the agreement covering such a project requiring the city to open the street to all types of traffic.

NOTE: Although no written notification of such a decision is in our records, Council meeting minutes and memoranda appearing in our files seem to partially substantiate this; however, our records show the principal reason for abandoning the project as originally proposed was for financial reasons rather than because of any clause in a proposed agreement. The project as originally designed called for curb to curb pavement at considerable cost to be borne directly by the city.

2. That the state then improved Arlington Street without official approval of the City Council.

NOTE: Again our records substantiate this to some extent as no agreement was signed prior to the improvement. Apparently a state paving crew was unexpectedly available in the area and a paving project was worked up on short notice. Contacts with the city were made through the street superintendent who, the Council contends, had no authority to speak for the Council.

3. The fact that Arlington Street was closed to truck traffic prior to construction of the Special City Allotment project and also the fact that city records show an expenditure of over $15,000 for maintenance of Clackamas Boulevard during the past five year period is evidence that the city was not trying to shift truck traffic around in order to get several city streets improved with Special City Allotment funds.

NOTE: At the time of the controversy over permitting trucks on Arlington Street, Clackamas Boulevard was a county road and the routing of truck traffic over Clackamas Boulevard was taken as evidence of bad faith on the part of the city. Since that time the city applied for and obtained transfer of jurisdiction over Clackamas Boulevard from the county to the city, and the city has been maintaining this street as a truck route since approximately 1950. There is some evidence, however, that the original motive of the city in obtaining this transfer was for the purpose of closing all streets through Gladstone to truck traffic. Apparently a court decision or legal opinion stopped the city from carrying out this plan.

We have received the application referred to above for a project on Clackamas Boulevard and would appreciate your advising what procedure to follow in this matter.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

no. 68

RECEIVED
JUL 10 1954

7-27-54

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Gladstone is an incorporated city of the State of Oregon, and has a population of 2,437, as given by the latest official census, and

WHEREAS, the following streets of said city, First street from

Form cc-50 (1953 Rev.)
Special City Allotment

82nd Street to the intersection of East Clackamas Blvd., and thence along Clackamas Blvd. to the intersection at the U. S. Highway 99.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: First Street from the State Highway of 82nd Street to the intersection of the East Clackamas Blvd., thence along Clackams Blvd. to the intersection at the U. S. 99 Highway

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Gladstone does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Dorsey A. Longmire as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 27th day of July, 1954.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Gladstone at a ~~regular~~ or special meeting of said Council, held on the 27th day of July, 1954, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 30th day of July, 1954.

Bernice Marlow

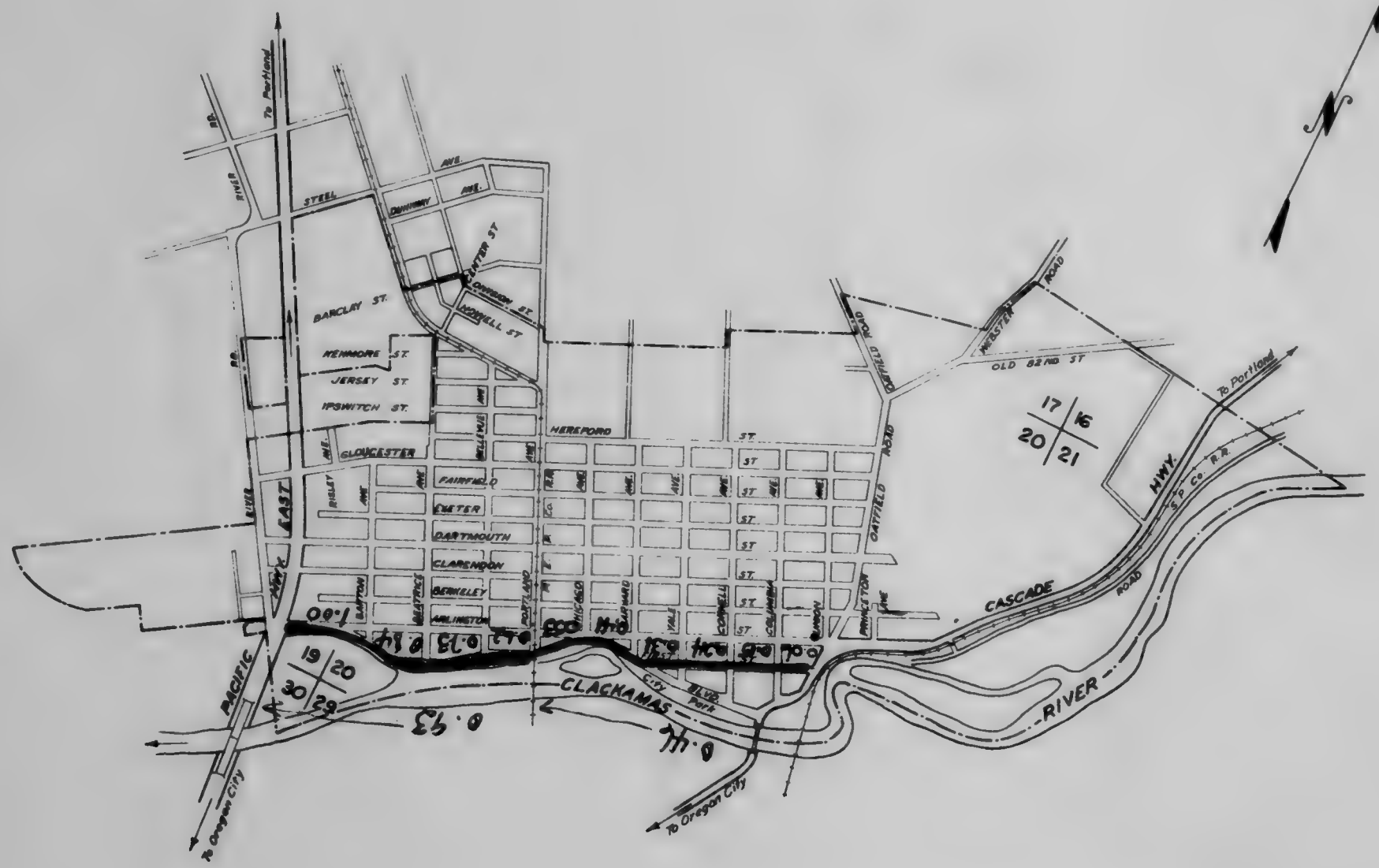
Bernice Marlow City Recorder

GLADSTONE

Scale in feet

0 800 1600 2400

T. 2 S., R. 2 E., W.M.



2-2-49

FORM E-120 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 21, 1954

Mr. Dorsey A. Longmire
City Superintendent
Gladstone, Oregon

Dear Sir:

Mr. Fred Hagemann, Assistant County and City Relations Engineer, will meet with your City Council at 7:30 p.m., July 27 to discuss the truck route in question.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Fred Hagemann

RECEIVED
JUL 21 1954
ENGINEER
COUNTY AND CITY RELATIONS

CITY OF GLADSTONE

Gladstone, Oregon

C
O
P
Y

July 15, 1954

W. C. Williams
State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

In accordance with our telephone conversation today, I am writing a letter to your office as requested. The City of Gladstone would like to have a representative from your Department present at a meeting to be held at 7:30 p.m. July 27, 1954 at the Gladstone city hall. At this time the discussion of the truck route through our municipality will be opened once again. I hope the State Highway Commission and the City of Gladstone will be able to settle this matter at this meeting.

Thank you for your cooperation.

Yours very truly,

(sgd) Dorsey A. Longmire

Dorsey A. Longmire
City Superintendent

Copy for Fred Hansman

S-183(1) North Yamhill River Bridge 1955
on Moores Valley Road.
4490

RECEIVED
MAR 3 - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 29, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4490 S-182(1)	Final	Birkenmeier Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3177	B-144010	$ 3,125.30	2/29/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Rich Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1955

Time Extensions: None

Completion Date: Dec. 31, 1955

Date Accepted: March 1, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-7-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Rich Rawlings

RECEIVED
FEB 16 1956
FOR FILING

S-1.3 (1)
4490

February 15, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4490 for construction of the North Yamhill River Bridge on the Moores Valley Road in Yamhill County was completed by the contractor, Birkemeier Construction Company, on December 31, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,125.30 will be released to the contractor after acceptance by the Commission. The total contract amount is $36,692.04 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
gf

CPR8-1796

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Yamhill
Project No. S-183(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 23rd day of Sept., 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 8th day of February, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.034 miles of bridge construction (Character of work)

between a county road junction in Section 7, T. 3 S., R. 4 W., W.M., and FA Route 32 in Yamhill, (Control points)

consisting of 0.000 miles of roadway and one (Number) bridge, totaling 0.034 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty-six thousand, two hundred and 00/100 dollars ($26,200.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is forty-two thousand, two hundred eighty-seven and 85/100 dollars ($42,287.85).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By Chas H Purvis
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

Attest Floyd L Young
SECRETARY

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-183(1)

NORTH YAMHILL RIVER BRIDGE ON THE

MYRTLE VALLEY ROAD IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Aug. 10, 1955

Type Code X021
North Yamhill River Bridge (Sta. 7+37 to Sta. 9+12)(Contract No. 1420)

All Required	Removal of Old Bridge	$	$	1,500.00
All Required	Shoring, Cribbing Etc.			1,500.00
200 Cu. Yds.	Structural Excavation	5.00		1,000.00
20 Cu. Yds.	Excavation Below Elevation Shown	10.00		200.00
540 Lin. Ft.	Furnish Cast-in-Place Concrete Piling	4.00		2,160.00
16 Only	Drive Steel Casings	50.00		800.00
376 Cu. Yds.	Class "A" Concrete	56.00		21,056.00
87,000 Lbs.	Metal Reinforcement	0.1125		9,787.50
110 Lin. Ft.	8-Inch Metal Drain Pipe	4.00		440.00
	Subtotal		$	38,443.50
	10% Engr. & Cont.			3,844.35
	Total		$	42,287.85

Length of Structure 0.034 Mile

Federal Funds	$	26,200.00
State Funds		8,043.75 92
County Funds		8,043.75 93
	$	42,287.85

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds For Maint.: Chap. 529, Laws 1939.

NOTE: Necessary funds have been deposited by Yamhill County with the Highway Department.

RECEIVED
AUG 2 - 1955
FOR FILING

S 18:01
4490

August 2, 1955

Birkemeier Construction Co.
14511 S.E. River Road
Milwaukie, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4490, which was awarded to you by the State Highway Commission on July 13, for constructing North Yamhill River Bridge on the Moores Valley Road in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 19 1955
FOR FILING

S 183(1)

4490

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

An advance deposit of $8,600 was received on July 12th from Yamhill County in connection with the North Yamhill River bridge on FAS 587. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: P. M. Stephenson
S. H. Probert

RECEIVED
JUL 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 21 1955
FOR FILING

S-183(1)
4490

July 13, 1955

Birkemeier Construction Co.
14511 S. E. River Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on June 30, 1955 accepted your proposal for construction of North Yamhill River Bridge on Moores Valley Road in Yamhill County for the sum of $38,443.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4490.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Cuery, Assistant Secretary

jme

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage (SLAC)
H. G. Smith
S. H. Probert
P. M. Stephenson

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$ S E

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
1:30 p.m.

Birkemeier Construction Company
14611 S.E. River Rd.
Milwaukie, Oregon

Contract for North Yamhill River Bridge, Yamhill County, for which you submitted low bid on June 30, 1955 awarded you today. Contract forms follow shortly.

Floyd Cuery
Assistant Secretary

cc: Accounting (5003-900)
C. W. Head
Files

Very truly yours

Secretary

rn
Attach: 5

RECEIVED
JUL 7 - 1955
FOR FILING

S. 1831(1)
41470

Salem, Oregon
July 6, 1955

maintenance 249
Finance 100

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Dear Mr. Cattrall:

Attached are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Yamhill County covering the North Yamhill River Bridge Section, FAS 587.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Yamhill County.

Very truly yours

Secretary

rn
Attach: 5

RECEIVED
JUL 7 - 1955
FOR FILING

S 183(1)
4490

July 6, 1955

County Court of Yamhill County
Court House
Mc Minnville, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Yamhill County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Yamhill County covering the North Yamhill River Bridge Section FAS 587.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FH
Enc.

S-169(2) East Unit, Alicel Jct.- Cove Sec. of the Lower Cove Road. 1955

4491

RECEIVED
NOV 8 1956
FOR FILING
S-169(2)
4491

November 5, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 20, 1955, on Contract No. 4491, 1st Unit, Alicel Junction-Cove Section, in Union County, in connection with Federal Aid Project No. S-169(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmr

RECEIVED
OCT 27 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) October 25, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
S-1672(2)		
4491	3-Final	Russell Olson Constr. Co., Inc.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
23435	R-134774	$ 1,294.74 10/25/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: None

Completion Date: Aug. 20, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-26-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: OCT 2 6 1955

Ruth Rawlings

RECEIVED
OCT 14 1955
FOR FILING

4491

October 14, 1955

CERTIFIED MAIL

The Home Indemnity Co.
L. M. Thompson, Manager
520 Lumbermens Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4491 for oiling on the dust Unit, Alicel Jct.-Cove Section of the Lower Cove Road in Union County was completed by the contractor, Russell Olson Construction Co., Inc., on August 20 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $1,204.74 will be released to the contractor on or after October 24, 1955. The total contract amount is $29,870.61, of which amount $221.37 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Penland-Williamson Agency
106 S. E. 1st St.
Pendleton, Oregon

NOTED ON CARD

GPRC-1795

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Union
Project No. S-169(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 23rd day of Sept., 19 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 4th day of May, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 6.156 miles of 2-lane intermediate type surfacing
(Character of work)

between FA Route 7 approximately 1.5 miles southwest of Alicel and FAS 483 at Cove,
(Control points)

consisting of 6.156 miles of roadway and no bridges, ~~total~~ ~~miles in~~
(Number)
~~system~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty thousand and 00/100 dollars ($ 20,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is thirty-two thousand, three hundred forty and 00/100 dollars ($ 32,340.00).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

By
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-169(2)

EAST UNIT, ALICEL JCT.-COVE SECTION OF THE

LOWER COVE ROAD IN UNION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 8, 1955

Type Code 5231
Roadway (Sta. 386+38.76 to Sta. 711+60) (Contract No. 4491)

6.15 miles	Preparation of Base	$200.00	$ 1,230.00
770 cu. yd.	Hauling and Placing 3/4" - 0 Material in Binder Course	1.50	1,150.00
3,800 cu. yd.	Hauling and Placing Aggregates	1.40	5,320.00
130 tons	MC-2 Asphalt	44.50	5,785.00
280 tons	150-200 Asphalt	42.00	11,760.00
90 tons	RS-1 Asphalt	41.00	3,690.00
60 M-Gal.	Sprinkling	4.00	240.00
1,100 cu. yd.	Hauling and Placing 3/4" - 0 Material in Shoulders	0.20	220.00
	Subtotal		$29,400.00
	10% Engr. & Cont.		2,940.00
	Total		$32,340.00

Length of Roadway 6.156 Miles
Cost of Roadway Per Mile $5,253.41

Federal Funds	$20,000.00
State Funds	6,170.00
County Funds	6,170.00
	$32,340.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Union County with the Highway Department.

RECEIVED
SEP 16 1955
FOR FILING

5-19(2)
1411

September 16, 1955

CERTIFIED MAIL

The Home Indemnity Company
L. M. Thompson, Manager
520 Lumbermens Bldg.,
Portland 4, Oregon

Dear Sir:

It is the intention of the State Highway Commission to release to Russell Olson Construction Company, Inc., a portion of the funds heretofore retained by the Commission on contract No. 4491, covering oiling on the East Unit, Alicel Junction-Cove Section of the Lower Cove Road in Union County.

This payment, in the amount of $20,097.59 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $886.57. The present payment will be released on or after September 26, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

Noted on card
DC

Form E-1—1056

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section E. Unit, Alicel Junction - Cove

Highway Lower Cove Road

Contractor Russell Olson Construction Company, Inc.

Date of contract July 14, 1955

Date work started August 1, 1955

Project authorization . . . . . $ 33,412.50

Exclusive of Engineering . . . . . $ 31,036.50

Estimated cost of completed project, exclusive of engineering . . . . . $ 29,600.00

Per cent of contract completed, based on total contract price . . . . . 95 %

Engineering authorization . . . . . $ 2,376.00

Engineering cost to date $ 1,600.00, 68 %

For Week Ending August 27, 1955.

Kind of work Oiling

Section prefix 531-1035

Contract number 4491 ✓

Date of completion September 30, 1955.

Estimated date of completion August 20, 1955.

Per cent of time elapsed 38 %

Date project was completed August 20, 1955.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed project August 20, 1955.

Resident Engineer over project with Mr. Jensen, BPR Engineer on August 24, 1955.

Final Estimate being held in Resident Engineer's office pending contractor's bill for flagging.

Final Report.

NOTED
H. G. SMITH

NOTED
OSCAR CUTLER

NOTED
FORREST C. [illegible]

RECEIVED
AUG 31 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed [signature]

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

RECEIVED
AUG 2 - 1955
FOR FILING

S-1491(21)
4491

August 2, 1955

Russell Olson Construction Co.,Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4491, which was awarded to you by the State Highway Commission on July 14, for oiling on the East Unit, Alicel Junction-Cove Section of the Lower Cove Road in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 21 1955
FOR FILING

S-161 (c)
4491

July 14, 1955

Russell Olson Construction Co., Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on June 30, 1955 accepted your proposal for the East Unit, Alicel Junction-Cove Section of the Lower Cove Road in Union County for the sum of $29,400 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4491.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc R. G. Savage
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.

RECEIVED
JUL 14 1955

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 14, 1955
9:00 a.m.

Russell Olson Construction Co., Inc.
Pendleton, Oregon

Contract for East Unit, Alicel Junction-Cove Section, Union County, for which you submitted low bid on June 30, 1955 awarded you today. Contract forms follow shortly

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
Files
C. W. Head

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED

RECEIVED
JUL 19 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1955

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

NOTED
W. C. WILLIAMS

We have received this date an advance deposit of $6,650 from Union County in connection with the East Unit, Alicel Junction-Cove section of FAS 479. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
JUL 1955
ENGINEER

RECEIVED
JUL 6 - 1955
FOR FILING

S - 1691 (A)
4491

Salem, Oregon
July 5, 1955

244
96

Mr. John W. Cattrall
City & County Relations Dept.
B U I L D I N G

Dear Mr. Cattrall:

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Union County covering the East Unit, Alicel Junction-Cove Section, FAS 479.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court, Union County, Oregon.

Very truly yours

Secretary

rn
Attach 5

RECEIVED
JUL 5 - 1955
FOR FILING
S-169 (2)
4491

July 5, 1955

County Court of Union County
Court House
La Grande, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Union County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Union County covering the East Unit, Alicel Junction-Cove Section, FAS 479.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

332-1706 Enterprise (Depot Street) 1955
Paving Project.

#4492

Form A-150—10M—9-55

INVOICE

Oregon State Highway Department

SALEM, OREGON

Harold C. A...

Invoice No. 44656

Date April 18, 1956

Your Req. No.

Billing Request No. cc 231

Credit distribution: 332-1706-295

City of Enterprise
Enterprise, Oregon

Attn: A. E. Harris, City Recorder

Final billing city's share of total cost of Depot Street project in Enterprise.
Contract No. 4492. Covered by agreement dated June 6, 1955.

	Advance Deposit	17,500.00
Total cost as per attached	30,452.04	
Less agreed State share	15,000.00	
	Amount due from city	15,452.04
	To be refunded	$ 2,047.96

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By.....

State Printing 03944

NOTED
Harold C. Ayres

April 18, 1956

Mr. A. E Harris
City Recorder
Enterprise, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Will you please refer to our letter of April 17, 1956 in which we sent you a statement of final costs. We wish to call your attention to an error in this statement. Item 1 (clearing and grubbing) should have shown a cost of $1,000 instead of $250.

The addition, subtotals, etc. are correct so there is no change in the final costs or refund due. We are enclosing a corrected copy of the statement for your records in lieu of the one sent previously.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:[redacted]
Att.

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

April 17, 1956

Mr. A. E. Harris
City Recorder
Enterprise, Oregon

Dear Sir:

Final costs on the Special City Allotment project on Depot Street in Enterprise are now available and the agreed city share of the total cost, as shown in the attached statement, is $15,452.04.

As the initial deposit by the city for this project was $17,500, a refund of $2,047.96 is due the city from the state. A check for this amount will be forwarded by our accounting division within the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT — STATEMENT OF FINAL COSTS *

ENTERPRISE CITY ALLOTMENT PROJECT
CONTRACT No. 4492
Grading and Paving on Depot Street — April 17, 1956 *

PAYMENTS TO CONTRACTOR

	Item	Quantity		@	Total
1.	Clearing & grubbing		all	$,000.00	$ 1,000.00
2.	Special borrow	785	c.y.	.75	588.75
3.	Concrete catch basins	2	each	90.00	180.00
4.	Adjust manholes	6	"	50.00	300.00
5.	Adjust catch basins	7	"	35.00	245.00
6.	Concrete curbs	91.2	c.y.	52.50	4 788.00
7.	Crusher-run in base	2055	c.y.	2.85	5 856.75
8.	3/4"-0 material in base	417	c.y.	3.00	1,251.00
9.	Sprinkling	27	M. gal.	4.00	108.00
10.	Class B asphaltic concrete	959.19	tons	13.50	12 949.07
11.	RS-2 in tack coat	1.96	tons	90.00	176.40
12.	RS-2 in seal	4.19	tons	60.00	251.40
13.	Aggregate in seal	24	c.y.	5.00	120.00
14.	PA#2: Cement adjustment	--		--	66.38

Subtotal, Contract Items..	$27 880.75
Construction Engineering..	2 124.50
Survey.....	446.79
TOTAL COST.....	$30 452.04
Less Agreed State Share...	15 000.00
Agreed City Share.....	$15,452.04
City Advance Deposit.....	$17,500.00
REFUND DUE CITY OF ENTERPRISE	$ 2,047.96

* Supersedes Statement Dated April 16, 1956.

HCA:mm

RECEIVED
MAR 12 1956
FOR FILING

332-1706
4492

March 9, 1956

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

A letter has been received from Thompson Auto Supply, Enterprise, in which they write as follows:

"Re: Morrison & Lamping
Walla Walla, Wash.

"This is to inform you that our lein on file against the above company should be released inasmuch as they have satisfied their account with us."

This information is in connection with a claim filed with this office on November 25, 1955 by Thompson Auto Supply against Morrison & Lamping in the amount of $120.52 for supplies furnished on Contract No. 4492 for paving Depot Street in the city of Enterprise. This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

George H. Mayes
201 Portland Trust Bldg.
Portland, Oregon

Commissioners
Mr. R. H. Baldock
Mr. W. C. Williams

RECEIVED
MAR 12 1956
FOR FILING
332-1906
4492

March 9, 1956

Thomason Auto Supply
1109 Main Street
Enterprise, Oregon

Gentlemen:

Thank you for your letter of February 29 advising that your claim against Morrison & Lamping on Contract No. 4492 should be released as they have satisfied their account with you. We will advise the contractor and the surety that the claim has been satisfied.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

RECEIVED
MAR 12 1956

THOMPSON AUTO SUPPLY

AUTOMOTIVE SUPPLIES
ACCESSORIES

WHOLESALE
RETAIL

ENTERPRISE, OREGON
1109 MAIN STREET

TELEPHONE 141

Feb 29th, 1956

4432
4472

State Of Oregon
Highway Dept.
Salem, Oregon
Gentlemen:

Re: Morrison & Lamping
Walla Walla, Wash.

This is to inform you that our lein on file against the above company should be released inasmuch as they have satisfied their account with us.

Thompson Auto Supply

Thompson

RECEIVED
MAR 5 1956
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

Secretary

FAQ:dc

RECEIVED
MAR 12 1956
FOR FILING

332-1706
4492

March 9, 1956

US Fidelity & Guaranty Company
306 Central Building
Seattle 4
Washington

ATTENTION: E. J. Dents

Dear Sir:

The final contract price on contract #4492, awarded to Morrison & Lamping, is $27,880.75. The final contract price on contract #4447, awarded to the same contractor, is $58,505.05.

These are the same amounts given to you previously.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dd

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE 4, WASH.

TELEPHONE
MAIN 9104

ERT O. PRINCE
UPERINTENDENT

March 5th, 1956.

The Oregon State Highway Department,
Salem, Oregon.

Attention : H. B. Glaisyer, Secretary.

Re : 53 S 624 - 53 S 625
MORRISON & LAMPING - STATE OF OREGON.

Gentlemen:

With respect to State Contract No.4447, you advised this Office on December 27, 1955 that the total Contract price of this project was $58,505.05.

With respect to State Highway Contract No.4492, you advised this Office on January 19th, 1956 that the total Contract price was $27,880.75.

We assume that the aforementioned figures are the final Contract prices for the referred to Contracts. For statistical purposes, however, we need to confirm these facts with you and accordingly ask that you please advise whether or not our assumptions are correct, and, if not, indicate to us what the final Contract prices are.

Thanking you in advance for this courtesy, we remain

Very truly yours,

E. J. Dentz

E.J.DENTZ.

EJD:jp.

RECEIVED
MAR 9 1956
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

RECEIVED
MAR 9 - 1956
FOR FILING

COPY FOR MR. W. C. Williams
from H. S. Bieleyer, Secretary

March 8, 1956

NOTED
W. C. WILLIAMS

Fidelity & Casualty Company of N.Y.
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

Attached are copies of claims which have been filed with the Secretary of State by various parties against P. A. Shoat Company for labor and materials furnished in connection with work performed for the State of Oregon and Multnomah County.

The Shoat Company performed work on State Highway contract #4410 for oiling in Division 2, and on contract #4489 for paving in the City of Gladstone.

We do not know what portion of these claims are applicable to work performed for Multnomah County. The following claims are attached:

1. Walter Reick for labor in the sum of $2,353.88 and materials in the sum of $282.01, your file No. 3550.
2. Reddaway's Truck Line, Inc., for labor and materials in the sum of $277.06, your file No. 3549.
3. E & H Welding & Machine Works, for labor and materials in the sum of $183.19, your file No. 3551.
4. Krueger Lumber Yard for materials in the sum of $24.50, your file No. 3554.
5. Best Auto Spring Company for materials in the sum of $27.26, your file No. 3553.
6. Asbar Electric for materials and labor in the sum of $126.25, your file No. 3552.

We provide this information as your Company appears as surety on the performance bonds furnished with these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ds
cc: Pallett, Fisher & Carlo, Inc.
cc: P. A. Shoat Company

RECEIVED
FEB 27 1956
FOR FILING

332-17.1
4492.

REFERRED TO Queen - microfilm
BY SECRETARY
record in card

February 24, 1956

Mr. E. J. Dentz
United States Fidelity & Guaranty Co.
306 Central Building
Seattle 4, Washington

Dear Mr. Dentz:

I wish to acknowledge and thank you for your letter of February 17, 1956 advising that it is agreeable with the United States Fidelity and Guaranty Company that all monies owing to Morrison and Lamping for work performed under State Highway Contract No. 4492, covering paving work in the City of Enterprise, be released to the contractor.

In view of this information we are today authorizing our Chief Auditor to release all monies that he is holding in connection with this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison (2)

NOTED ON CARD

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE 4, WASH.

ALBERT O. PRINCE
SUPERINTENDENT

TELEPHONE
MAIN 9104

February 17, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: 53 S 624 and 625 - Morrison and Lamping -
State of Oregon

Gentlemen:

In reference to our letter to you of January 23, 1956 in which we asked that you withhold the release to Morrison and Lamping of final payment in the amount of $900.81 in connection with contract No. 4492 pending further advices from us and with further reference to our telephone conversation of February 15, please be advised that it will be agreeable to us that you release any and all monies the State of Oregon owes Morrison and Lamping in connection with the above mentioned contract.

It was, indeed, a pleasure to talk with you and I hope the day will soon come when I will have the pleasure of meeting you.

Sincerely,

E. J. Dentz

E. J. DENTZ

ij

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
FEB 23 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

Seattle 65 4-54

RECEIVED
FEB 27 1956
FOR FILING

32 - 17 & E
449 a

February 24, 1956

Mr. Walter Mopps
710 N. E. South Shore Rd.
Portland 11, Oregon

Dear Sir:

Final payment will be made to Morrison and Lamping within the next few days for their work on Depot Street in the city of Enterprise, our Contract No. 4492.

If you wish to file a claim with this office, please let us know the amount so that we in turn can notify the surety, United States Fidelity and Guaranty Company, 201 Portland Trust Building, and the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:eu

WALTER MOPPS

BUILDING CONTRACTOR

ENTERPRISE OREGON

TELEPHONE BU.9-0727

710 N.E. South Shore Rd.
Portland 11, Ore.

Feb. 18, 1956.

Secretary of State
Salem, Ore.

4492

Dear Sir:

I would like to know if Morrison & Lamping Contractors of Walla Walla, Wash. who had the contract on the: Enterprise (Depot St) Paveing project, City of Enterprise, Ore. Have received their final payment on this contract.

If they have received their final, I would like to file a claim for the balance they owe me. As I did the curb cutting, machine work on this project.

Would you, send me the claim blanks to fill out.

RECEIVED
FEB 21 1956
OREGON
STATE HIGHWAY COMMISSION

Yours Truly Yours
Walter Mopps

REFERRED TO
BY SECRETARY

TEN PERCENT INTEREST WILL BE CHARGED ON ALL ACCOUNTS AFTER 30 DAYS

RECEIVED
FEB 16 1956
FOR FILING

322 - 1711
4492

February 16, 1956

United States Fidelity and Guaranty Company
Seattle Claim Office
306 Central Building
Seattle 4, Washington

Re: 53 S 624 Master File
53 S 625

ATTENTION: E. J. Dents

Dear Sir:

A claim of Thompson Auto Supply mentioned in your letter of February 13 was received in this office on November 28, 1955, and on the same day we notified your Company at the Portland office.

The letter they submitted stated that Morrison & Lamping owed $120.52 for supplies furnished while the contractor was performing the street job on Depot Street in Enterprise.

This description corresponds with our contract #4492, which was awarded to Morrison & Lamping for paving Depot Street in the City of Enterprise.

The claimant's address is 1109 Main Street, Enterprise.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ds

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE 4, WASH.

TELEPHONE
MAIN 9104

ALBERT O. PRINCE
SUPERINTENDENT

February 13th, 1956.

4492

The Oregon State Highway Commission,
Salem, Oregon.

Re : 53 S 624 Master File.
53 S 625

Attention: H. B. Glaysier, Secretary.

Dear Sir:

Thank you for your letter of January 31st 1956. In our letter of January 3rd 1956 addressed to you, we were mistaken in stating that we were aware of the claim of Thompson Auto Supply in the sume of $120.52. Accordingly, could you please furnish us with whatever particulars you have regarding this claim, sending us a copy of the notice of lien, if possible, together with the address of the claimant.

Thank you very much for this courtesy.

Very truly yours,
E. J. Dentz
E.J.Dentz.

EJD:jp.

REFERRED TO
BY SECRETARY

RECEIVED
FEB 15 1956
STATE HIGHWAY COMMISSION

Seattle 66 4-54

RECEIVED
FEB 17 1956
FOR FILING

4492

February 16, 1956

United States Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4, Oregon

ATTENTION: George H. Hayes

Dear Sir:

We have today received a letter from J. F. Kemen Construction Company in which they write that their claims against Morrison & Lamping have been settled in full on contracts #4447 for work on the Mallowa Lake Lodge-Power House Section, and on #4492 for paving Depot Street in Enterprise.

These claims were listed with us in respective amounts of $10,097.25 and $5,096.23.

This information is furnished as your Company appears as surety on the performance bond furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

cc: Morrison & Lamping
P.O.Box 557
Milton-Freewater
Oregon

NOTED ON CARD

RECEIVED
FEB 17 1956
FOR FILING

332-1706
4/47-2

February 16, 1956

J. F. Konen Construction Company
1408 Eleventh Street
Lewiston, Idaho

ATTENTION: Donald J. Konen

Dear Sir:

Thank you for your letter of February 14 advising that you have received settlement in full from Morrison & Lamping on your claims against our contract Nos. 4447, 4472, and 4492.

We will advise the surety and the contractor that your claims are released.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

NOTED ON CARD
gf

J. F. KONEN, PHONE 1726
D. J. KONEN, PHONE 2749-M

J. F. KONEN CONSTRUCTION CO.

GENERAL CONTRACTOR
1408 ELEVENTH STREET
LEWISTON :: IDAHO

February 14, 1956

Oregon State Highway Commission
Salem, Oregon

Attn. Mr. H.B. Glaisyer

Dear Sir:

This is to advise you that we have today effected settlement in full with Morrison & Lamping of Walla Walla for the following Oregon State Highway Contracts:

Contract No. 4447	Wallowa Lake
Contract No. 4472	Little Sheep Creek
Contract No. 4492	City of Enterprise

Please be advised that we hereby release Morrison & Lamping from any claims resulting from our work for them.

Yours very truly,

J.F. Konen Construction Company

By: Donald J. Konen
Donald J. Konen

RECEIVED
FEB 15 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 27 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 6, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4498	5-Final	Morrison and Lamping

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1613	R-142239	$ 900.81	2/6/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to Oct. 18, 1955

Completion Date: Oct. 18, 1955

Date Accepted: November 3, 1955

Penalties: None of record

Claims: There is a claim from Thompson Auto Supply on file in the sum of $120.52.

Remarks:

Date: 2-24-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 24 1956

Ruth Rawlings

NOTED ON CHART

RECEIVED
FEB 6 1956
FOR FILING

January 31, 1956

United States Fidelity and Guaranty Co.
306 Central Building
Seattle 4, Washington

Attention: Mr. E. J. Dentz

Gentlemen:

This will acknowledge your registered letter of January 23, 1956 concerning State Highway Contract No. 4492, awarded to Morrison and Lamping for paving Depot Street in the City of Enterprise, Oregon.

We note that you are aware of the claims of Thompson Auto Supply and of J. F. Konen Construction Company against this contract and that you are presently investigating both of them. Also noted is your request that further payments to Morrison and Lamping be withheld pending further advice from you. We shall be pleased to comply with your request and are instructing our Chief Auditor to withhold such payments until they are released by the United States Fidelity and Guaranty Company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: C. H. Maison

Mr. Maison:

Will you please withhold the payments mentioned above until advised by this office. I attach hereto a copy of the Surety's letter.)

NOTED ON CARD

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE 4, WASH.

ALBERT O. PRINCE
SUPERINTENDENT

TELEPHONE
MAIN 9104

January 23, 1956

Registered Mail

Return Receipt Requested

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: 53 S 624 and 625 - Morrison and Lamping -
State of Oregon

Gentlemen:

We have your letter of January 19, 1956 advising that State Highway Contract No. 4492 for work performed on the Enterprise (Depot Street) City Street Section in Wallowa County was completed by the contractor, Morrison and Lamping, on October 18, 1955 and was formally accepted by the Highway Commission on November 3, 1955, and that final payment in the amount of $900.81 will be released to the contractor on or after January 30, 1956.

We are aware of the claims Thompson Auto Supply in the sum of $120.52 and another claim filed by J. F. Konen Construction Co. in the sum of $5,096.23. We are presently making an investigation into these matters and respectfully request that you withhold the release of the above mentioned sum of money to our principal until you have heard further from us.

Very truly yours,

E. J. Dentz

E. J. DENTZ

ij

cc: H. O. Surety Claim - C. P. Bundy, Supt.

RECEIVED
JAN 26 1956
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

Seattle 66 4-54

RECEIVED
JAN 20 1956
FOR FILING

332-17-6
4492

January 19, 1956

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4492 for work performed on the Enterprise (Depot Street) City Street Section in Wallowa County was completed by the contractor, Morrison & Lamping, on October 18, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $900.81 will be released to the contractor on or after January 30, 1956. The total contract amount is $27,880.75 and no force account work was performed on the project.

There is a claim filed against this contract by Thompson Auto Supply in the sum of $120.52, and another claim filed by J.F. Konen Construction Co. in the sum of $5,096.23, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
DEC 28 1955
FOR FILING

332-1716
1-112

December 23, 1955

Daggett Logging Company
Joseph, Oregon

Attention: Mr. Roy W. Daggett

Gentlemen:

We have your letter of December 13 stating that Morrison & Lamping owes you the sum of $393.75 on Contract No. 4447 on the Wallowa Lake Lodge-Power House Section, and also the sum of $87.50 on Contract No. 4492 for work on Depot Street in the city of Enterprise.

Contract No. 4447 was completed September 13 and accepted by the Commission December 19, 1955. Contract No. 4492 was completed October 18 and accepted by the Commission on November 3, 1955. The Surety on both contracts is the U. S. Fidelity and Guaranty Company, 201 Portland Trust Building, Portland. The bonds furnished by the contractor are given to assure completion of the work and payment of all bills incurred in the contracts.

If you feel that your claims should be protected for a period longer than six months following completion of these contracts, you should file the claims with the Secretary of State in separate amounts against Contracts 4447 and 4492. In the meantime, we will note these claims in our records and will advise the Surety and the Contractor that they have been received. Attached are excerpts from the Oregon Laws pertaining to filing of claims.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

RECEIVED
DEC 27 1955
FOR FILING

532-1706
4492

DAGGETT LOGGING COMPANY

Joseph, Oregon

December 13, 1955

C
O
P
Y

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are enclosing a bill for Morrison & Lamping Const. Co.

Dozer work done on the Wallowa Lake to Power Plant Road	$393.75	(4447)
Work on the Enterprise Street-Depot street -	87.50	(4492)
Total	$481.25	

This bill has not been paid and they have made no effort to see about it.

Yours truly,

DAGGETT LOGGING CO.

/s/ Roy W. Daggett

RECEIVED
DEC 23 1955
FOR FILING

332-1706
4492

December 23, 1955

U. S. Fidelity & Guaranty Company
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

A letter has been received from Daggett Logging Company, Joseph, dated December 13, stating that Morrison & Lamping owes them $393.75 for dozer work on the Wallowa Lake Lodge-Power House project, our Contract No. 4447, and, in addition, the sum of $87.50 for work on Contract No. 4492 for paving Depot Street in the city of Enterprise. Both of these contracts were awarded to Morrison & Lamping.

This information is provided as your Company appears as Surety on the Performance Bonds furnished for the contracts mentioned.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc George H. Mayes
201 Portland Trust Building
Portland, Oregon

Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

RECEIVED
DEC 13 1955
FOR FILING

332-1706
4412

December 12, 1955

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

As a follow-up to our letter of November 28 concerning Contracts 4492 and 4447, awarded to Morrison & Lamping for work in Enterprise and on the Joseph Wallowa Lake Highway, we now have a letter from J. F. Kemen Construction Company, advising that they have claims against these contracts in the following amounts:

Contract 4492 - $ 5,096.23
Contract 4447 - 10,097.25.

Copies of Kemen's statement are attached.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

George H. Mayes
201 Portland Trust Building
Portland, Oregon

NOTED ON CARD

COPY

J. F. KOMEN CONSTRUCTION CO.
1406 Eleventh Street
Lewiston, Idaho

December 2, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: H. B.Glaisyer, Secretary

Gentlemen:

Your letter of November 28, 1955 has been received, and the information supplied is quite adequate. Your prompt reply is appreciated.

For your information, we are enclosing a copy of our statement to Morrison & Lamping for materials and equipment furnished them on Oregon State Highway Contract No. 4442, 4472, Unit A, and 4492.

It was our understanding that we were approved by the Oregon State Highway Department as Sub-contractors under Morrison & Lamping on Contracts No. 4447 and 4492. Please advise if this is not correct.

Very truly yours,

J. F. Komen Const. Co., Inc.

By /s/ Donald J. Komen

(Balance due on Contract No. 4447 - $10,097.25
" " " " No. 4472 - 2,313.52
" " " " No. 4492 - 5,096.23)

CRUSHING AND EQUIPMENT RENTALS ON OREGON STATE HIGHWAY CONTRACTS No. 4472, 4447, and 4492

Materials Crushed:

A.	**Wallowa Lake Job, Contract No. 4447**				
4611	C.Y.	Crusher Run Material	@ 1.65	$ 7,608.15	
1087	C.Y.	3/4" Base	1.75	1,902.25	
241	C.Y.	3/4" Binder	1.75	421.75	
905	C.Y.	Oiling Aggregates	2.50	2,262.50	
500	C.Y.	3/4" -0 in Stockpile	2.30	1,150.00	
1700	C.Y.	3/4" -1/2" in Stockpile	2.60	4,420.00	
1350	C.Y.	1/2" -1/4" in Stockpile	2.60	3,510.00	
610	C.Y.	1/4" -#10 in Stockpile	2.80	1,708.00	
490.51	C.Y.	Screen Rejects	0.25	122.62	
1156.94	mi-cy	Haul on Rejects	0.12	138.83	
					23,244.10
B.	**Little Sheep Creek Job, Contract No. 4472**				
929	C.Y.	Oiling Aggregates	1.88	1,746.52	1746.52
C.	**City of Enterprise Job, Contract No. 4492**				
2055	C.Y.	Crusher Run	1.47	3,020.85	
417	C.Y.	3/4" Base	1.50	625.50	
24	C.Y.	1/4" -#10 Seal	2.80	67.20	
959.19	Tons	Aggregate for AC	1.38	1,323.68	5037.23
				$30,027.85	30,027.85

Equipment Rentals:

A.	**Dozer - with operator**			
	July 29 - 3 1/2" hrs.			
	Aug. 1 - 1 hr.			
	Aug. 9 - 2 hrs.			
	Augl 10 - 1/2 hrs.			
	Aug. 18 - 1/2 hrs.			
	7 1/2 hrs.	15.00		112.50
B.	**Truck - with operator**			
	Bottom Dump Truck and Semi			
	Aug. 5 - 15 hrs.			
	Aug. 8 - 12 hrs.			
	27 hrs.	10.00		270.00
	Dump Trucks # 17 and 18			
	Aug. 5 - 2 hrs.			
	Aug. 8 - 4 hrs.			
	Aug. 9 - 4 1/4hrs.			
	Aug. 10 - 8 hrs.			
	Augl 11 - 7 1/2hrs.			
	Aug. 13 -16 1/2 hrs.			
	Aug. 15 - 7 hrs.			
	49 1/2 hrs.	6.00		297.00
C.	**Shovel - with operator**			
	Aug. 15 - 3 hrs.	16.50		49.50
				$729.00

CRUSHING AND EQUIPMENT RENTALS ON OREGON ~~STATE~~
HIGHWAY CONTRACTS No. 4472, 4447, and 4492

Equipment Rental from Morrison & Lamping		
August 18 - 1 hr. Dump Truck w/o operator	3.50	($ 3.50)
Welding for Morrison and Lamping on Scoupmobile		
August 12 - 1 1/2 hrs.	4.00	6.00
TOTAL AMOUNT DUE (exclusive of private work)		$30,759.35

Payments Received:

October 22, 1955, Contract No. 4447	$5,000.00
October 25, 1955, Contract No. 4447	5,000.00
November 3, 1955, Contract No. 4447	7,500.00
BALANCE DUE	$13,259.35

A	B	C	
4447	4472	4492	
23,244.10	1746.52	5037.23	charges - rock
112.50	270.00	49.50	" rental
	297.00	9.50	" rental
23,356.60	2313.52	5096.23	Total charges
13,259.35			less credits
10.097.25	2313.52	5096.23	Bal. due

RECEIVED
DEC 13 1955
FOR FILING

December 12, 1955

J. F. Kenen Construction Co.
1408 Eleventh Street
Lewiston, Idaho

Attention: Mr. Donald J. Kenen

Gentlemen:

We have your letter of December 2 to which was attached a statement of amounts owed to you by Morrison & Lamping on Highway Contracts 4447, 4472, and 4492. According to your statement, after adding the charges for each contract and subtracting the payments made, we find the following amounts due:

Contract No. 4447 -	$10,097.25
Contract No. 4472 -	2,313.52
Contract No. 4492 -	5,096.23

As you may know, the State looks to the principal contractor and his bond for satisfactory completion of the contract and the payment of all bills incurred in it. We will, therefore, notify the principal contractors on the three contracts that you mentioned and their sureties that claims against the contracts have been received in this office. The State does not make payments directly to claimants.

Should you wish to take action other than notifying the Secretary of State, as mentioned in our letter of November 28, you might file your claims with the surety companies, mentioned in that same letter. In the meantime, we will notify the contractors and the sureties and record your claims in our office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

RECEIVED
DEC 29 1955
FOR FILING

C
O
P
Y

332-1706
4492

J. F. Konen Construction Co.
1408 Eleventh Street
Lewiston, Idaho

December 2, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

Your letter of November 28, 1955 has been received, and the information supplied is quite adequate. Your prompt reply is appreciated.

For your information, we are enclosing a copy of our statement to Morrison & Lamping for materials and equipment furnished them on Oregon State Highway Contract No. 4447, 4472, Unit A, and 4492.

It was our understanding that we were approved by the Oregon State Highway Department as Sub-contractors under Morrison & Lamping on Contracts No. 4447 and 4492. Please advise if this is not correct.

Very truly yours,

J. F. Konen Const. Co., Inc.

By /s/ Donald J. Konen

(Balance due on Contract No. 4447 - $10,097.25
" " " " No. 4472 - 2,313.52
" " " " No. 4492 - 5,096.23)

RECEIVED
DEC 21 1955
FOR FILING

22-1-106
4492

November 2nd, 1955

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

A letter has been received from J. F. Kenan Construction Company, 1408 Eleventh Street, Lewiston, Idaho, stating that they have claims against Morrison & Lamping for the furnishing of crushed rock on Contract No. 4447 for work on the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Highway, and on Contract No. 4492 for paving Depot Street in the city of Enterprise. They state that they were subcontractors under Morrison & Lamping, the principal contractor in both of these contracts. The work, they state, has been completed approximately 75 days but they have not received settlement. The amounts of their claims are not given in their letter.

We furnish this information as your Company appears as Surety on the Performance Bonds furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

George H. Hayes
201 Portland Trust Building
Portland, Oregon

C O P Y

J. F. KOHEN CONSTRUCTION CO.

1408 Eleventh Street
Lewiston -- Idaho

November 23, 1955

Oregon State Highway Department
Salem, Oregon

Re: Contracts No. 4447, 4472
Unit A and 4492

Gentlemen:

With reference to the above three Oregon State Highway Contracts, our firm furnished all of the Crushed Aggregates used. We were Sub-Contractors under Morrison & Lamping of Walla Walla, Washington.

As our work has been completed for approximately 75 days and we have not received settlement, we are requesting that you furnish us with amounts and dates of payments made to the Prime Contractors. Also please advise as to when the lein time expires on these three contracts.

We would appreciate any early reply. Thank You.

Sincerely,

J. F. KOHEN CONSTRUCTION CO.

By /s/ Donald J. Kohen
Donald J. Kohen

RECEIVED
DEC 13 1955
FOR FILING

332 - 17 E
4 4

November 28, 1955

J. F. Konen Construction Co.
1408 Eleventh Street
Lewiston, Idaho

Attention: Mr. Donald J. Konen

Gentlemen:

This is to acknowledge your letter of November 23 concerning amounts owed to you for furnishing crushed aggregates on three contracts, as follows:

1. Bridge, grading and surfacing on the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Secondary Highway in Wallowa County, Contract No. 4447, awarded to Morrison & Lamping.

2. Pavement sealing project in Division No. 5, Malheur and Wallowa Counties, Contract No. 4472, awarded to B - H Paving Company, 6806 Highway 99, Vancouver, Washington.

3. Paving Depot Street in the city of Enterprise, Contract No. 4492, awarded to Morrison & Lamping, Milton-Freewater.

The U. S. Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, furnished the Performance Bonds with Contracts 4447 and 4492. The United Pacific Insurance Company, 808 Board of Trade Building, Portland 4, furnished the bond with Contract 4472.

Contract No. 4447 was completed September 13, 1955 but has not yet been accepted by the Highway Commission.

Contract No. 4472 was completed August 31 and accepted by the Highway Commission on September 22, 1955.

Contract No. 4492 was completed October 18 and accepted by the Highway Commission November 3, 1955.

On Contract No. 4447, semifinal payment in the amount of $9,334.05 was made on or after November 10, 1955. The retained percentage is $1,730.93.

RECEIVED
DEC 13 1955
FOR FILING

332 - 1701
4/4

November 28, 1955

J. F. Konen Construction Co.
1408 Eleventh Street
Lewiston, Idaho

Attention: Mr. Donald J. Konen

Gentlemen:

This is to acknowledge your letter of November 23 concerning amounts owed to you for furnishing crushed aggregates on three contracts, as follows:

1. Bridge, grading and surfacing on the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Secondary Highway in Wallowa County, Contract No. 4447, awarded to Morrison & Lamping.

2. Pavement sealing project in Division No. 5, Malheur and Wallowa Counties, Contract No. 4472, awarded to D - H Paving Company, 6808 Highway 99, Vancouver, Washington.

3. Paving Depot Street in the city of Enterprise, Contract No. 4492, awarded to Morrison & Lamping, Milton-Freewater.

The U. S. Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, furnished the Performance Bonds with Contracts 4447 and 4492. The United Pacific Insurance Company, 808 Board of Trade Building, Portland 4, furnished the bond with Contract 4472.

Contract No. 4447 was completed September 13, 1955 but has not yet been accepted by the Highway Commission.

Contract No. 4472 was completed August 31 and accepted by the Highway Commission on September 22, 1955.

Contract No. 4492 was completed October 18 and accepted by the Highway Commission November 3, 1955.

On Contract No. 4447, semifinal payment in the amount of $9,334.05 was made on or after November 10, 1955. The retained percentage is $1,730.93.

On Contract No. 4472, final payments in the amounts of $1,989.67, $108.25, and $166.60 were made on or after November 7, 1955.

On Contract No. 4492, semifinal payment in the amount of $4,842.69 is to be paid on or after December 3, 1955. The retained percentage is $834.43.

Under Oregon Laws, the Performance Bond furnished by the contractor is in full force and effect until six months after the job has been completed and accepted by the Highway Commission. Should you wish to protect your claims for a period longer than six months following completion of the contracts and acceptance by the Highway Commission, you should file the claims with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for such filings.

So that our records may be complete, could you give us information concerning the amounts of your claims, dates, and other pertinent data?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

RECEIVED
DEC 5 - 1955
FOR FILING

332-1476
4492

November 28, 1955

U. S. Fidelity and Guaranty Company
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

A letter has been received from the Thompson Auto Supply Company, Enterprise, Oregon, stating that Morrison & Lamping owe them the sum of $120.52 for parts and supplies furnished in paving Depot Street in the city of Enterprise, our Contract No. 4492.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc George H. Mayes
201 Portland Trust Building
Portland, Oregon

Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

NOTED ON CARD

RECEIVED
DEC 5 - 1955
FOR FILING

321
4492

November 28, 1955

Thompson Auto Supply
1109 Main Street
Enterprise, Oregon

Attention: Mr. Geo. Thompson

Gentlemen:

We have your letter of November 25 stating that you have a claim against Morrison & Lamping for parts and supplies furnished on the Depot Street paving job in Enterprise, our Contract No. 4492. This contract was completed October 18 and accepted by the Highway Commission November 3, 1955.

The United States Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, Oregon, furnished the Performance Bond for this contract. The bond is given to assure completion of the project and payment of all bills incurred in it. The State does not make payments directly to claimants be we do notify the Surety and the contractor that the claim has been received.

Should you wish to protect your claim for a period longer than six months following completion and acceptance of the contract, it is suggested that you file your claim with the Secretary of State. We have attached excerpts from the Oregon Laws outlining the necessary procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

THOMPSON AUTO SUPPLY

AUTOMOTIVE SUPPLIES
ACCESSORIES

WHOLESALE
RETAIL

ENTERPRISE, OREGON
1109 MAIN STREET

TELEPHONE 141

November 25, 1955

4492

Oregon State Highway Dept.
Salem, Oregon

Re: Morrison & Lamping
Walla, Walla, Wash.

Gentlemen:

We furnished this concern with supplies during the time they were performing the street job on Depot street in Enterprise. The purchases on parts and supplies amounted to $120.52. This company has ignored our request for payment of this account. Can you advise what proceedure we should take to establish and collect our claim.

Any help you can give us will be appreciated.

Very truly,

Thompson Auto Supply

Geo Thompson

RECEIVED
NOV 28 1955
STATE HIGHWAY COMMISSION

ROUTED ON CAR

RECEIVED
NOV 23 1955
FOR FILING

332-1716
4492

November 23, 1955

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Morrison & Lamping in connection with contract No. 4492, for paving on the Enterprise (Depot Street) Section in Wallowa County. This payment, in the amount of $4,842.69, will be released to the contractor on or after December 3, 1955. The retained percentage is $834.43.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

NOTED ON CARD
F.F.

FORM E-128 5M8 REVISED 5-55

RECEIVED
NOV 23 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

222-1706
1-4-12

November 22, 1955

Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from September 30, 1955 to October 16, 1955 within which to complete your contract No. 4492, for paving on Enterprise (Depot Street) Section in Wallowa County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parsen,
Division Engineer

Clair E. Hall,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
OCT 31 1955
FOR FILING

332-1176
4492

October 28, 1955

Request for extension of time
No. 33
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Harrison and Lamping for an extension of time on the Enterprise (Depot Street) city street paving project, Contract No. 4492, from September 30, 1955 to October 18, 1955.

The contractor has had extreme difficulty in obtaining skilled paving men and also suffered numerous breakdowns of his equipment due to inexperienced operators.

There was very little inconvenience to the public and no added expense to the State, and I am recommending that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

332-1706

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 21, 1955

Section Enterprise (Depot Street)

Highway City Street

Contractor Morrison & Lamping

Date of contract July 15, 1955

Date work started July 29, 1955

Project authorization . . . . . $ 32,152.50

Exclusive of Engineering . . . . . $ 30,066.10

Kind of work Paving

Section prefix 332-1706

Contract number 4492

Date of completion September 30, 1955

Estimated date of completion October 18, 1955

Per cent of time elapsed 202 & 123 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 27,814.37

Estimated per cent overrun or underrun . . . . . 2.68 under %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 2,286.40

Engineering cost to date $ 1,946.41, 85 %

Date project was completed October 18, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The final clean-up of the Concrete Curbs and of the entire job was completed Tuesday, October 18, 1955

Final Weekly Report

NOTED
L. H. Young

NOTED
W. T. WRIGHT

RECEIVED
OCT 24 1955
CONSTRUCTION ENGINEER

Signed Chas E. Hall

Address Enterprise, Ore.

Mail original and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5-55

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.32			0.32
Miles partially completed					
Miles completed		0.32			0.32
Total estimated quantities (contract)	1,000	2,040			1,000
Total quantities corrected to date	785	2,472			960
Estimated quantities moved or placed to date	785	2,472			960
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week					
Men	1				
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 10 1955
FOR FILING

332-1706
4412

August 9, 1955

Morrison & Lamping
P. O. Box 557
Milton-Freewater
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4492, which was awarded to you by the State Highway Commission on July 15, covering paving on the Enterprise (Depot Street) Section in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 21 1955
FOR FILING

July 15, 1955

Merrisen & Lamping
P. O. Box 557
Milton-Freewater, Oregon

Gentlemen:

The State Highway Commission on June 30, 1955 accepted your proposal for paving Depot Street at Enterprise in Wallowa County for the sum of $28,380 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4494.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

H. B. Glaeyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

mm

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

Pacific Builder & Engineer, Inc
Seattle 1, Wash
Att: Dorothy McCormack

Pacific Road Builder & Engineering Review
709 Mission Street
San Francisco 3, California

RECEIVED
JUL 27 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT-OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 15, 1955
1:48 p.m.

Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

Contract for Enterprise (Depot Street) paving project, Wallowa County for which you submitted low bid on June 30, 1955 awarded you today. Contract forms follow shortly.

Floyd Quary, Assistant Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

cc: S. H. Probert
W. C. Williams

RECEIVED
JUL 27 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1955

SUBJECT:

To: Mr. C. H. Maison
Chief Accountant

NOTED
W. C. WILLIAMS

Attached is City of Enterprise Check No. 13348 in the amount of $17,500 representing the city's advance deposit on the Special City Allotment project on S. W. Third Street.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

cc: S. H. Probert
W. C. Williams

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 5, 1955

NOTED
J. F. HAGELMANN

Mr. A. E. Harris
City Recorder
Enterprise, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

On June 30, 1955, the State Highway Commission received bids on the W. Third Street (Depot Street) Special City Allotment project in Enterprise. The lowest bid was received from Morrison and Lamping of Walla Walla, Washington, and the estimated total cost of the project based on this bid is as follows:

Contract Items	$28,580.00
12-1/2% Engineering & Contingencies	3,572.50
Survey	400.00
Total.....	$32,552.50

As per the agreement executed by the City and State, the City is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with the project, an advance deposit of $17,500 is required. Please make this deposit by means of a check payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as the contract cannot be awarded until the deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

FORM 850—5000—6-54—74866

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1955

SUBJECT: Ordinance No. 275 - city of Enterprise pertaining to improvement of S. W. Third Street

To:
Mr. John W. Cattrall
County and City Relations Engineer
Office

Dear Mr. Cattrall:

I have checked Ordinance No. 275 passed by the city of Enterprise on the 6th day of June, 1955, and same is approved as to form.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By O. E. McAdams Jr.
OWEN E. McADAMS, JR.
Assistant Attorney

OEM:MH
Encl.

ORDINANCE NO. 275

Introduced By George W. Thompson

An ordinance providing for a form of agreement by and between the City of Enterprise, Oregon, and the State of Oregon acting by and through its State Highway Commission, for the improvement of S. W. Third Street from Greenwood Street to Alamo Street, a distance of approximately 0.32 mile, and declaring an emergency.

WHEREAS, the City of Enterprise, Oregon, has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of O.R.S. 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of S. W. Third Street from Greenwood Street to Alamo Street, and

WHEREAS, in the form of agreement prepared by the State Highway Commission, a copy of which, marked "Exhibit A" is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and no/100 Dollars, and the City of Enterprise to pay all cost in excess of said $15,000.00;

THE CITY OF ENTERPRISE DOES ORDAIN AS FOLLOWS:

Section 1: That that certain form of agreement hereinabove referred to be entered into by the City of Enterprise, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of S. W. Third Street from Greenwood Street to Alamo Street , is hereby approved and accepted as submitted.

Section 2: That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3: Whereas, it is necessary that said improvements be made in the spring or summer of 1955 while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health , safety and credit of the people of the City of Enterprise, Oregon, an emergency is declared to exist and this ordinance shall be in full force and effect from and after its passage by the Countil and approval by the Mayor as authorized by the City Charter, dated this 6th day of June, 1955.

Ayes Five

Nays Zero

Submitted to and approved by the Mayor on this 6th day of June, 1955.

Attest:

O. E. Harris
Recorder

W. E. Winn
Mayor of Enterprise, Oregon

"250,000 1955 Enterprise 5-13-55

On May 3, 1955 Contacted Mayor Neil E. Morse ~~Mayor~~ and City Porter A. E. Harris and asked them if they were in agreement with plans as now drawn, Cutting the proposed point back to Alamo Street, and placing curbs on the Island, They appeared satisfactory and also agreed to raising the required Fence to do the job. They also requested that we include the raising of manholes and rebuilding of Catch basins in the Contract. Total now $28,700

Advised Mr Bickmore of the above and he said he was also in agreement.

H C Eyer

Salem, Oregon
May 10, 1955

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Herewith is the field data on the S. W. 3rd Street (Depot Street) Special City Allotment project in Enterprise.

Please note that by agreement with the city officials the project has been cut back to Alamo Street and that concrete curbs are now included in the plans.

The field data states that the adjustment of catch basins and manholes will be performed by city forces, but at a later date - May 3, 1955 - the City Council requested that the contract include the rebuilding of catch basins with standard frames and grates and that the manholes be adjusted as the city officials believe that they would not be able to satisfactorily accomplish this work. They also decided that they could pay all costs in excess of $15,000.

With these changes the plans now meet the approval of the city and are essentially as approved by the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By

NOTED
J. F. HAGEMANN

H. C. Ayers
Field Engineer

HCA:mm
cc: V. G. O'Neil
Frank Hall

FORM E-20 SSM 9-51 52818

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Feb. 28, 1955

SUBJECT: Base Design Charts

To: Mr. A. F. Parsons
Division Engineer
Division V
La Grande, Oregon

RECEIVED
MAR 1 1955
ENGINEER
CONSTRUCTION PLANS

Dear Sir:

Reference is made to the W. 3rd Street Section, of the Enterprise City Streets.

Enclosed you will find 3 base design charts prepared from laboratory tests, numbers 357389, 357400, and 357401.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

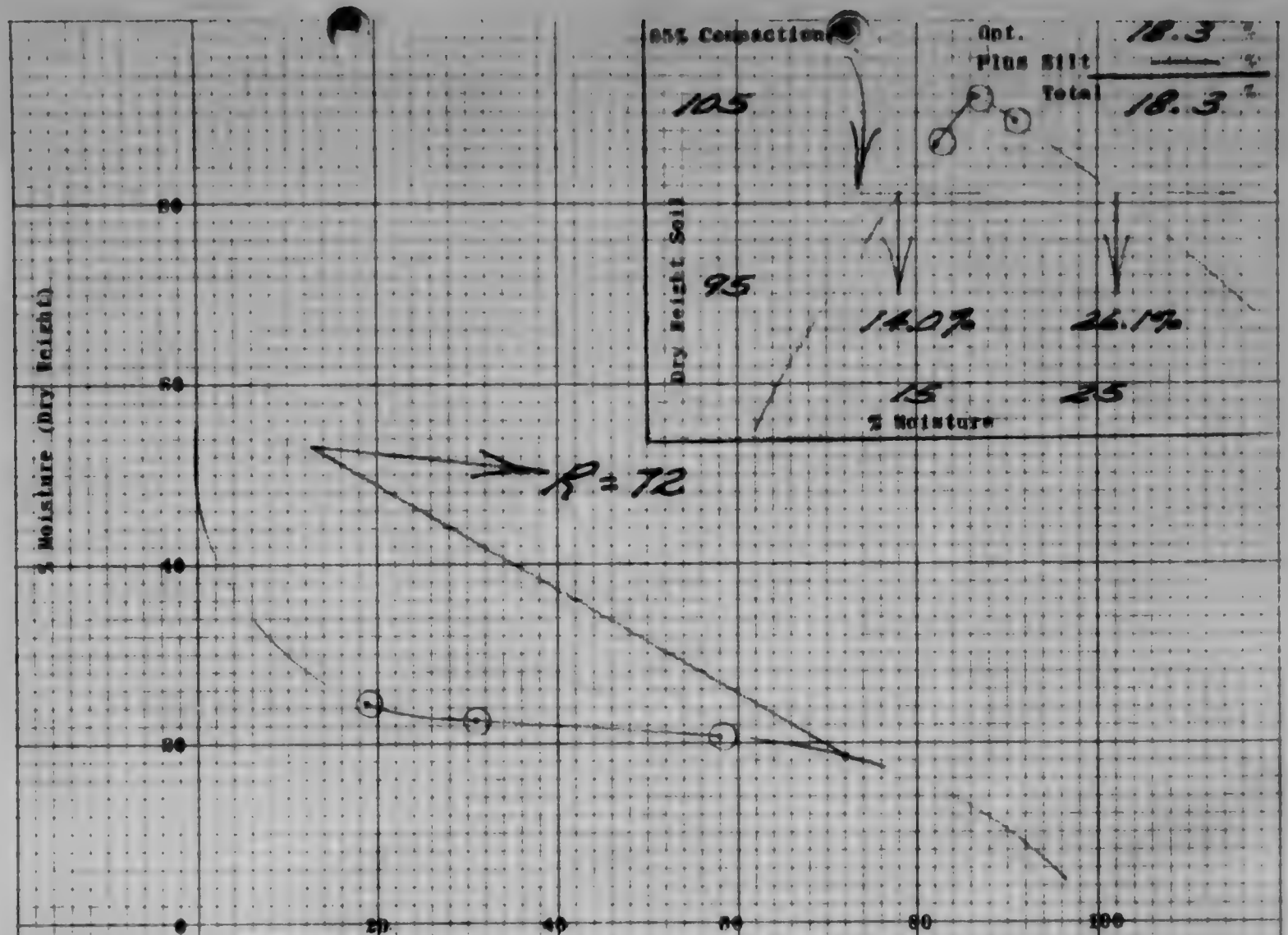
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber

Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc Clair Wall
County and City
W. P. Milne



Data Sheet No. A38532
Lab. No. 357389
LL 35
PI 7

Pass 200 Screen 11.9 %

HYDROMETER ANALYSIS

Particles larger than
2.0 mm 64.1 %
Coarse Sand 2.5 %
Fine Sand 2.8 %
Silt 7.2 %
Clay 3.4 %
Sa 2.70
Natural Moisture %

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

Base & Wear M Traffic 10.0 "
Minus Rock Reduction —— "

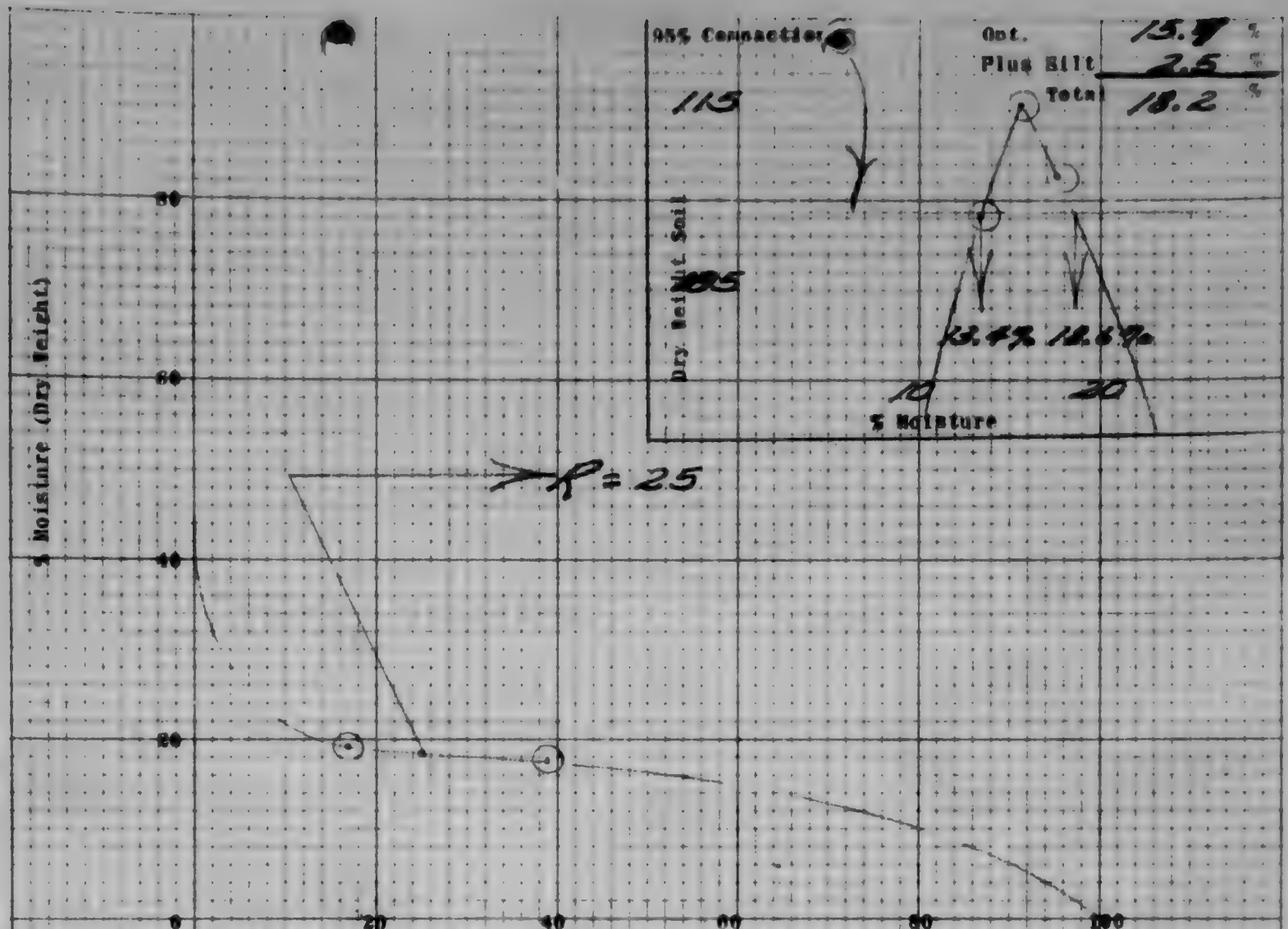
Minus Wearing Surface 3.0 "
7.0 "
Plus 25% Increase 2.0 "
Plus Wearing Surface 3.0 "
Total Base & Wear 12.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section W. 3rd Street
Hwy. Enterprise City Sts.
Station 47 + 200' Lt.
Depth 2-4'
Hole #
To be used Subgrade

Prefix No.
County Wallowa
Date 2-28-55
Designed by S

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
3160 10 DIVISIONS PER INCH BOTH WAYS 70 x 100 DIVISIONS
CLEARPRINT PAPER CO.



Data Sheet No.	A38531		
Lab. No.	357400	Base & Wear M	Traffic 12.0 "
LL	25		Minus Rock Reduction 2.0 "
PI	2		10.0 "
Pass 200 Screen	39.2 %		Minus Wearing Surface 3.0 "
HYDROMETER ANALYSIS			7.0 "
Particles larger than			Plus 25% Increase 2.0 "
2.0 mm	36.8 %		Plus Wearing Surface 3.0 "
Coarse Sand	13.5 %		Total Base & Wear 12.0 "
Fine Sand	16.5 %		
Silt	23.7 %	OREGON STATE HIGHWAY DEPARTMENT	
Clay	9.5 %	SOILS DIVISION	
SR	2.69	BASE DESIGN CHART	
Natural Moisture	20.1 %	Section LaGrande 3rd Street	
NOTE*		Hwy Enterprise City Sts.	
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.		Station Depot St. near R.R.	
		Depth 0-18"	
		Hole # Sample A	
		To be used Subgrade	
		Prefix No.	
		County Wallowa	
		Date 2-28-55	
		Designed by [illegible]	

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
CLEARPRINT PAPER CO. NO 7310 10 DIVISIONS PER INCH BOTH WAYS 70 X 70 DIVISIONS

Data Sheet No. A38531

Lab. No. 357401

LL 18

PI 2

Pass 200 Screen 20.2%

HYDROMETER ANALYSIS

Particles larger than

2.0 mm 62.5 %

Coarse Sand 12.1 %

Fine Sand 8.4 %

Silt 14.4 %

Clay 5.6 %

SR 2.81

Natural Moisture %

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

Base & Wear M Traffic 15.0 "

Minus Rock Reduction 5.0 "

10.0 "

Minus Wearing Surface 3.0 "

7.0 "

Plus 25% Increase 2.0 "

Plus Wearing Surface 3.0 "

Total Base & Wear 12.0 "

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section W. 3rd Street

Hwy Enterprise City Sts.

Station Third St. near Greenwood

Depth 0-18"

Hole # Sample B

To be used - Subgrade

Prefix No.

County - Wallowa

Date 2-28-85

Designed by [illegible]

CLEARPRINT PAPER CO NO 73190 10 DIVISIONS PER INCH BOTH WAYS 79 X 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H

Rx

PRESCRIPTION PHARMACY **HOMAN DRUGS** VETERINARY SUPPLIES

ENTERPRISE, OREGON

August 12, 1954

RECEIVED
AUG 13 1954

Harold C. Ayers
Field Engineer
County & City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Ayers:

After consideration by the city council of Enterprise they have concluded that the best they could possibly hope for would be to have the $15,000 for the proposed project we talked about next year.

If we widened the street 4 ft. on each side as we talked about we would have to first replace all water mains as the pipe is old in that section and it would certainly be a shame to pave over old pipe that would have to be replaced with in the next 5 years.

I certainly wish we could see our way clear for the widening project but would hate to say we could make it and have it fall thru. However, we are certain we can have $15,000 ear marked for the project and are ansiously awaiting 1955 for the work to be done.

Thanks a million for your splendid cooperation on this our problem street. We greatly appreciate all your fine work with us.

Sincerely,

G. B. Homan, Mayor
City of Enterprise
Enterprise, Oregon

No. 37

Enterprise 5-26-54

On May 18, 1954 investigated Condition and use of W. 3rd St. in Enterprise, Then Called on Mr Robt V. Chrisman and Mayor Norman

Mr. Chrisman stated that it was his understanding that the County was going to repair Depot or W. 3rd St from Solano street south and said if not the city would like to extend the project to the County Road. Advised him I would take the matter with our office and ascertain if this was so and then would let the City know.

West Third Street is heavily traveled and in poor Condition has been curbed at 30.5', curbs are in poor condition have spalled until most of Concrete is gone.

This will be a difficult project to repair, as grades are set, houses, driveways and lawns laid to grade; Sewers and water mains are close to surface, also water table is very high.

This street could not be excavated without great expense due to sewers and water mains, sewers cannot be lowered due to lack of fall to outlet.

Believe all that could be done is to place 3" asphaltic Concrete pavement over present surface. City official said they could pay all costs over $15,000. total Cost leaving federal aid $30,000

This street has good base has been graded, then a surfacing of more gravel and graded again. Damage in principal frost heaving.

H.C. Myers

Asked Mayor Norman if City could go for $38,000 job - new Curbs, some sewer and ac., 6" to 12" of base rock. He said he would write letter about

5-18-54

City of Enterprise

Enterprise, Oregon

May 8, 1954

NOTED
J. F. HAGEMANN

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Enclosed please find a copy of a resolution adopted by the City Council of Enterprise, Oregon, requesting the Highway Commission to repair and recondition Southwest Third (Depot Street) from intersection of Greenwood to the Union Pacific railroad tracks.

On several occasions when Oregon State Highway Engineers viewed this street, they have commented that it should be number one request for improvement by the City and though applied for, it seems that something always prevents its approval.

It receives an extraordinary amount of heavy traffic from logging trucks hauling to the mill of the Mount Emily Lumber Company and the Thorpe Bros. mill. It also carries practically all of the grain hauling to the Wallowa County Grain Growers warehouses.

If the State cannot, under its allocations to cities stand the entire expense, the City might be able to stand a portion of the expense but the City has found it impossible to stand the entire expense.

Thanking you for considering this application and trusting we can get some long needed help on this street as a part of your 1955 program, I am

Cordially yours,

Robert V. Chrisman
City Attorney

RVC:sc

RECEIVED
MAY 10 1954
ENGINEER

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Enterprise is an incorporated city of the State of Oregon, and has a population of 1718, as given by the latest official census, and

WHEREAS, the following streets of said city, of Enterprise, Oregon

RECEIVED
MAY 10 1954
ENGINEER
COMMUNICATIONS

Form cc-50 (1953 Rev.)
Special City Allotment

Southwest Third (Depot Street) from intersection of Greenwood Street south to the Union Pacific railroad tracks.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Southwest Third (Depot Street) from intersection of Greenwood Street south to the Union Pacific railroad tracks.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Enterprise, Oregon does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mr. Robert V. Chrisman as the official representative of the city in all negotiations resulting from this request.

Passed and approved this eighth day of March, 1954.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Enterprise, Oregon at a regular or special meeting of said Council, held on the eighth day of March, 1954, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this ninth day of March, 1954.

A. E. Harris A. E. Harris
City Recorder

NOTED
W. P. JONES

November 10, 1955

NOTED
J. W. CATTRALL

Mr. Neil E. Marrs, Mayor
City Hall
Enterprise, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

This is to advise you that work on Contract No. 4492 for paving Depot Street in Enterprise was completed on October 18, 1955.

Under the terms of the agreement between the State and City dated June 6, 1955, the City assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mma

1 drainage
3 manholes
1 Catch Basin

Curbed (Both)
30.5 width

324-1711	Mt. Angel (Church & College Sts.) Grading	1955
#4493	& Paving Project.	

Form A-156—1934—9-55

NOTED
Harold [illegible]

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
J. W. CATTRALL

Invoice No. 44616

Date April 16, 1956

Your Req. No.

Billing Request No. 56-229

Credit distribution: 321-1711-295

City of Mount Angel
Mount Angel, Oregon

Attn: E. F. Schaecher, City Recorder

Final billing city's share total cost of Church and College Streets project in Mt. Angel. Covered by agreement dated June 30, 1955.

		12,800.00
Advance Deposit		
Total cost as per attached	24,520.43 15,000.00	9,520.43
		$ 3,279.57
To be refunded		

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

State Printing 38944

[illegible]
Engineer, County and City Relations

HCA:mm
Att.

NOT
Harold C. A...

April 13, 1956

Mr. Edward F. Schaecher
City Recorder
Mount Angel, Oregon

J. ... B. ...

NOTED
J. W. CATTRALL

Dear Sir:

Final costs on the Special City Allotment project on Church and College Streets in Mount Angel are now available and the agreed City's share of the total costs, as shown in the attached statement, is $9,520.43.

As the initial deposit by the City for this project was $12,800 a refund of $3,279.57 is due the city from the State. A check for this amount will be forwarded by our Accounting Division within the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Att.

OREGON STATE HIGHWAY [illegible] STATEMENT OF FINAL COSTS

Contract No. [illegible], Grading & Paving: Church & College Streets
Mt. Angel City Allotment Project - Marion County Road March 2, 1[illegible]

ADJUSTMENTS TO CONTRACTOR

Item	Unit	Unit Price	City Share	County Share	City Cost	County Cost	Total Cost
1. Clear & grub	All	$1.[illegible].00	8[illegible]%	[illegible]%	$ [illegible]	$ 12.[illegible]	$ [illegible]
2. Drainage excavation	c.y.	3.[illegible]	2.[illegible]	$[illegible].[illegible]	[illegible].58	[illegible]3.14	17[illegible].72
3. General excavation	c.y.	[illegible].[illegible]	[illegible]	[illegible]	[illegible].[illegible]	[illegible]8.2	2,777.[illegible]
4. 12" concrete pipe	l.f.	2.[illegible]	3[illegible]	32.	[illegible].6	2[illegible].[illegible]	[illegible].[illegible]
5. [illegible]	l.f.	[illegible].[illegible]	--	[illegible].	--	[illegible].[illegible]	[illegible].[illegible]
6. Concrete catch basins	each	7[illegible].[illegible]	3	--	[illegible].[illegible]	-	225.[illegible]
7. Extra for pipe under pavement	l.f.	2.[illegible]	23	[illegible]	[illegible].[illegible]	[illegible].[illegible]	12[illegible].[illegible]
8. Coarse crushed material	c.y.	[illegible].5[illegible]	2[illegible]	[illegible]	[illegible],7[illegible].[illegible]	2,[illegible]2.5[illegible]	7,7[illegible]2.5
9. 3/4"-0 material in base	c.y.	2.7[illegible]	3[illegible]	11	[illegible],[illegible]17.5[illegible]	[illegible]2.5[illegible]	1,3[illegible].[illegible]
10. Class B asphaltic concrete	Ton	[illegible].7[illegible]	11[illegible].30	2[illegible]4.33	7,697.16	1,[illegible]81.73	9,278.89
11. R.S. 2 in tack coat	Ton	6.[illegible]	2.[illegible]	.[illegible]	[illegible]2.[illegible]0	[illegible].[illegible]	[illegible].[illegible]

Subtotal, Contract Items.....	[illegible],171.74	[illegible],776.[illegible]7	$23,947.81
*Engineering & Contingencies..	[illegible],[illegible]8.[illegible]3	572.[illegible]4	2,871.27
Survey.....	[illegible].[illegible]	--	3,[illegible].[illegible]
TOTAL [illegible]	$[illegible].[illegible].43	[illegible],348.71	$29,[illegible]8.14

*Engineering & Contingencies Cost Breakdown:

CITY: $19,171.74 : $23,947.81 x $2,871.27 = $2,[illegible].[illegible]3
COUNTY: $ [illegible],775.[illegible]7 : $23,947.81 x $2,871.27 = $ 372.[illegible]4

BCA:mm

NOTED
V. R JONES

FORM H30—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
February 10, 1956

SUBJECT: Special City Allotment Project
City of Mt. Angel

To: John W. Cattrall
County and City Relations Division

Attention: H. C. Ayers, Field Engineer
County & City Relations Div.

The total costs covering Contract 4493, the Mount Angel (Church and College Streets) City Allotment project, are as listed below. This does not include any charges in transit at the end of January, nor delayed construction and engineering charges.

1955	324-1439-900	$ 3,050.06	$
1956	324-1439-900	-	3,050.06
1955	324-1711-201	$23,229.38	
1956	324-1711-201	718.43	23,947.81
1955	324-1711-900	$ 2,858.83	
1956	324-1711-900	12.44	2,871.27
			$29,869.14

C. H. Maison
Auditor

By: J. P. Bartlett
J. P. Bartlett
Accounting Division

JPB:rh

RECEIVED
FEB 10 1956

RECEIVED
FEB 7 1956

OREGON STATE HIGHWAY DEPARTMENT
(date)

FOR FILING January 30, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
304-1711	4493 4-Final	Marvan Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1398	B-11,2037	$ 718.43	1/27/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to Nov. 10, 1955 without penalty

Completion Date: Nov. 3, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 1-31-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 31 56

Ruth Rawlings

NOTED ON CARD

RECEIVED
JAN 20 1956
FOR FILING

54-1111
4493

January 19, 1956

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4493 for grading and paving on the Mt. Angel (Church & College Streets) Section in Marion County was completed by the contractor, Warren Northwest, Inc., on November 3, 1955 and was formally accepted by the Highway Commission on December 19, 1955.

Final payment in the amount of $718.43 will be released to the contractor on or after January 30, 1956. The total contract amount is $23,947.81 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on the above project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

sl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

JF

RECEIVED
JAN 6 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVEN, MEMBER
Portland
H. B. CRANSTON
SECRETARY

3241-17
4473

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 3, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from September 30 to November 10, 1955 within which to complete your contract No. 4493, for grading and paving on St. Angel (Church & College Sts.) City Streets Section in Marion County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Kenneth L. Bartel,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
NOV 29 1955
FOR FILING

324-1711
4493

November 29, 1955

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Federal Insurance Company
Robert E. Wallace, Manager
320 California Street
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract No. 4493, covering grading and paving on city streets in Mt. Angel, Marion County.

This payment, in the amount of $12,497.94 will be released to contractor on or after December 9, 1955. The retained percentage is $718.43.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

mailed on card
DC

RECEIVED
NOV 15 1955
FOR FILING

30-1-171
4493

November 15, 1955

Request for extension of time
No. 4
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on the Mt. Angel (Church and College Streets) grading and paving project, Contract No. 4493, from September 30, 1955 to November 10, 1955.

The major reasons in the delay in completing this project were a three-week delay in awarding the contract and adverse weather conditions during the latter part of the season.

We have suffered no additional expense, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt lg

Form E-1-Rev 6-55—1084

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 12, 1955

Section Mt. Angel (Church & College Sts.)
Highway City Streets
Contractor Warren Northwest, Inc.
Date of contract July 21, 1955
Date work started August 5, 1955
Project authorization $30,582.56
Exclusive of Engineering $28,407.80

Kind of work Grading and Paving
Section prefix 324-1711
Contract number 1493
Date of completion , 19
Estimated date of completion , 19
Per cent of time elapsed 116/73 159 %

Estimated cost of completed project, exclusive of engineering $23,947.81
Estimated per cent ~~overrun or~~ underrun . . . . . 15.7 %
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization $2,174.76
Engineering cost to date $2,718.65, 125 %

Date project was completed November 3, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed work on the semi-final estimate and submitted it Thursday

NOTED
W. C. WILLIAMS

Final Weekly Report

NOTED
OSCAR CUTLER

NOTED
L. H. Young

RECEIVED
NOV 15 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed Arthur Duffy
Arthur Duffy, Resident Engineer
Address Room 211, Lab Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86366

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.73	0.73			0.73
Miles partially completed					
Miles completed	0.73	0.73			0.73
Total estimated quantities (contract)	3,060 cy	3,820 cy			1,460 Tons
Total quantities corrected to date	2,977 cy	3,585 cy			1,375 Tons
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cloudy		
Monday	fair		
Tuesday	fair		
Wednesday	cloudy		
Thursday	showers		
Friday	snow		
Saturday	fair-cold		

OFFICE OF THE RECORDER

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

MOUNT ANGEL, OREGON

October 28, 1955

Mr. Harold Ayres
Oregon State Highway Dept.
Salem, Oregon

NOTED
V. R. JONES

Dear Mr. Ayres:

We are asking that, due to the lateness of the season and the desire of the City to have the contract finished and the final costs determined, the seal cost be eliminated from the contract with Warren Northwest No. 4493 on the Church and College Street Improvement project.

The City will, if the sealing of pavement appears necessary, have this sealing placed next year or later at City expense.

Yours very truly,

THE CITY OF MT. ANGEL

Carl J. Mucken

Carl J. Mucken, Street Chairman

Edward F. Schaecher

Edward F. Schaecher, Recorder

J. F. HAGEMANN

RECEIVED
OCT 31 1955
RE AIRWAYS

NOTED
/ R. JONES

July 22, 1955

NOTED
Harold C. Ayers

Mr. Edward F. Schaecher
City Recorder
Mt. Angel, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

This is to acknowledge receipt of the City of Mt. Angel's check in the amount of $12,800 for the city's advance deposit for the Special City Allotment project on Church and College Streets.

On July 21, 1955, the State Highway Commission awarded Contract No. 4493 to Warren Northwest, Inc., for grading and paving College and Church Streets and a portion of Market Road No. 17. The contract provides that all work be completed not later than August 31, 1955.

A copy of the contract and plans is being sent to you under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

RECEIVED
JUL 21 1955
FOR FILING

304-1711
1112

July 21, 1955

Warren Northwest, Inc..
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission, on July 1, 1955, accepted your proposal for grading and paving Church and College Streets in Mt. Angel, Marion County, for the sum of $20,644.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4493.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ig

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.,
2418 Third Ave.,
Seattle 1, Washington
Att. Dorothy McCormack

RECEIVED
JUL 19 1955
FOR FILING

324-12

file

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 21, 1955
9:30

Warren Northwest, Inc.,
P. O. Box 5072
Portland, Oregon.

Contract for Mt. Angel (Church and College Streets) grading and paving project Marion County for which you submitted low bid on July 1, 1955, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

RECEIVED
JUL 19 1955
FOR FILING

324-1
4/1112

Salem, Oregon
July 12, 1955

MISC. CONTRACTS and
AGREEMENTS No. 655

5893
5864
5859

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Dear Mr. Cattrall:

Attached is a conformed copy of an agreement with the State, City of Mt. Angel and Marion County covering the proposed Special City Allotment project in the city and reconstruction of a portion of County Market Road No. 17.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and fully executed copies have been sent to the City of Mt. Angel and Marion County.

Very truly yours

Assistant Secretary

FH
Attach: 1

FORM S-30 2M 8-51 32316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1955

SUBJECT: Assignment #5883

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

L

Attached are four copies of an agreement between the State, Marion County, and the City of Mt. Angel covering the proposed Special City Allotment project in the city and reconstruction of a portion of County Market Road No. 17.

Three copies of the agreement have been executed by the Court and City and are now ready for presentation to the Highway Commission.

This completes Assignment #5883.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

ATTACHED BY COUNTY CLERK
DATE 12-7-54 Minute Page 29
H B Beauchamp
Recording

RECEIVED
JUN 27 1955
OFFICE OF
STATE HIGHWAY ENGINEER

3 copies

A

FORM ESO—SOM—4-54—74396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1955

ASSIGNMENT

To: Date: June 9, 1955 No. 5[illegible] By MCW

Description: Letter of June 2, Hampton to Williams; letter of May 24, Hampton to Williams; letter of May 17, Hampton to Williams; draft; and final agreement (State, Marion County, Mt. Angel) for street and road improvements, Mt. Angel.

Acknowledged by____ Referred to Cottrell ✓

— Investigate and report with recommendation
— Such action as necessary and report
— Comment or recommendation
— Return with rough draft of reply
— Prepare reply for signature of Mr._____
— Contact correspondent and report
- - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -
- - - - - - - - - - - - - - - - - - - -

Remarks: Ready for City and County signatures.

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 6-27-55 Report Received_____

...arion County-
...l Agreement
...et and Road
...ents

PLEASE RETURN TO
W. C. WILLIAMS

...of the proposed
... Mt. Angel, covering
... city limits to Leo
... Cleveland Street in
...rion County Market
...ity limits.

...lifications of a
...ccordance with a
...nty and City Relations

...repared, would you
...rtment for our files.

...y truly,

...FIELD
...unsel

Lie B. Hampton
LIE B. HAMPTON
...istant Attorney

LBH:mv

Enclosure (8)

RECEIVED
JUN 7 1955
OFFICE OF
[illegible]

FORM ESO—80M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1955

SUBJECT: State-Marion County-Mt. Angel Agreement for Street and Road Improvements

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

I send you herewith eight copies of the proposed agreement with Marion County and the City of Mt. Angel, covering improvements to College Street from the east city limits to Leo Street and Church Street from Oak Street to Cleveland Street in Mt. Angel and relocation of a portion of Marion County Market Road No. 17, extending from the Mt. Angel city limits.

This agreement incorporates modifications of a draft, forwarded to you May 17, 1955, in accordance with a conference with Mr. H. C. Ayers of the County and City Relations Department.

When the exhibits have been prepared, would you please have copies sent to the Legal Department for our files.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:mv

Enclosure (8)

RECEIVED
JUN 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—80M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

ASSIGNMENT

Date: May 24, 1955 No. 5884 By MW

To Description: Letter of May 17—Mr. Hampton to MCW—draft attached of proposed agreement with Marion County and City of Mt. Angel covering impr. to College Street, Church St. and MR No. 17. Mr. Hampton's letter of 5-24-55 and 8 copies of final agreement.

Acknowledged by____ Referred to Cottrall

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr._____
__ Contact correspondent and report

Remarks: To check and secure signatures of County and City officials if ok.

Executed Revised agr. rec'd from [illegible] Report Received [illegible]

Enclosure 8

State-Marion County-Mt. Angel Agreement
et and Road Improvements

PLEASE RETURN TO
W. C. WILLIAMS

s of the proposed agreement
ngel, covering improvements
its to Leo Street and Church
et in Mt. Angel and relocation
d No. 17.

pared, would you please have
our files.

truly,

LD
el

L. B. Hampton

B. HAMPTON
nt Attorney

FORM E30—50M—4-54—74388

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1955

SUBJECT: The State-Marion County-Mt. Angel Agreement
Street and Road Improvements

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

I send you herewith eight copies of the proposed agreement with Marion County and the City of Mt. Angel, covering improvements to College Street from the east city limits to Leo Street and Church Street from Oak Street to Cleveland Street in Mt. Angel and relocation of a portion of Marion County Market Road No. 17.

When the exhibits have been prepared, would you please have copies sent to the Legal Department for our files.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:mv

Enclosure 8

FORM E20—50M—6-54—74396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

ASSIGNMENT

Date: May 17, 1955 No. 2858 By WCW

Description: Letter of May 17 by Leslie B. Hampton enclosing a draft of proposed agreement with Marion County and the City of Mt. Angel covering improvements to College Street and Church Street in the city and Market Road No. 17.

PLEASE RETURN TO
W. C. WILLIAMS

Acknowledged by____ Referred to Cattrall

— Investigate and report with recommendation
— Such action as necessary and report
— Comment or recommendation
— Return with rough draft of reply
— Prepare reply for signature of Mr._____
— Contact correspondent and report

Remarks: Please check.

PLEASE RETURN TO
W. C. WILLIAMS

Executed _____ Report Received _____

RECEIVED
MAY 18 1955
ENGINEER
C... WILLIAMS

roposed agreement with
ing improvements to
mits of city and to
nt was prepared pursuant
agreement you enclosed.

hether it encompasses
, the description of the
E DONE BY STATE" should
of "THINGS TO BE DONE
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In paragraph 1 "THINGS TO
pay the sum represented by
ly should be explained further.
tion of the project is not
OUNTY" can be omitted. If
ticular time GENERAL PROVISION

aments on the enclosed draft,
the final agreement will be prepared.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:mv
Enclosure

FORM 820—SOM—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1955

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Dear Mr. Williams:

RECEIVED
W. C. WILLIAMS

I send you herewith a draft copy of the proposed agreement with Marion County and the City of Mt. Angel, covering improvements to College Street and Church Street within the limits of city and to Marion County Market Road No. 17. The agreement was prepared pursuant to your letter of April 28, 1955 and the form agreement you enclosed.

Please go over the draft and determine whether it encompasses the agreement of the parties. As a suggestion, the description of the work to be done in paragraph 1-b "THINGS TO BE DONE BY STATE" should be elaborated further. Also note paragraph 1 of "THINGS TO BE DONE BY CITY" wherein payment by the City is provided for upon demand by State, however, if the City is to be required to pay at a time certain it should be so specified in the agreement. In paragraph 1 "THINGS TO BE DONE BY COUNTY", the County is required to pay the sum represented by the contractor's bid which requirement probably should be explained further. If additional right of way for the County portion of the project is not required, paragraph 2 "THINGS TO BE DONE BY COUNTY" can be omitted. If the project is planned or scheduled for a particular time GENERAL PROVISION 3 will not be necessary.

Upon receipt of your suggestions and comments on the enclosed draft, the final agreement will be prepared.

RECEIVED
MAY 18 1955
ENGINEER

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:mv
Enclosure

NOTED
V.R. JE...

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

July 5, 1955

Mr. Edward F. Schaecher
City Recorder
Mt. Angel, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

On July, 1955, the State Highway Commission received bids on the College and Church Streets project in Mt. Angel. The low bid was submitted by Warren Northwest, Inc., of Portland, Oregon, and the total estimated cost based on this bid is as follows:

Contract Items	City Portion	County Portion
Engineering & Contingencies	$22,457.50	$4,727.00
Survey	2,807.19	590.88
	2,584.39	--
TOTALS:	$27,849.08	$5,317.88

As per the agreement executed by the City, Marion County, and the State, the City is to pay all costs in excess of $15,000 for the portion of the project within the city limits and the County is to pay the cost of the project that is outside the city limits. The City is to make an advance deposit for its share of the project. If the City wishes to proceed with the project, an advance deposit of $12,800 is required. Please make this deposit by means of a check made payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as the contract cannot be awarded until the deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

ORDINANCE NO. 256

6-14-55

An ORDINANCE providing for a form of agreement by and between the City of Mt. Angel, Oregon, and the State of Oregon acting by and through its State Highway Commission, for the improvement of College Street from the East City Limits to Leo Street and Church Street from Oak Street to Cleveland Street, a distance of approximately .727 mile, and declaring an emergency.

WHEREAS, the City of Mt. Angel, Oregon has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such a plication for the improvement of College Street from the East City limits to Leo Street and Church Street from Oak Street to Cleveland Street, and

WHEREAS, in the form of agreement prepared by the State Highway Commission, a copy of which, marked "Exhibit A", is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, and the City of Mt. Angel to pay all cost in excess of said $15,000;

The City of Mt. Angel does ordain as follows:

SECTION 1: That that certain form of agreement herein above referred to be entered into by the City of Mt. Angel, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of College and Church Streets, and is hereby approved and accepted as submitted.

SECTION 2: That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

SECTION 3: Whereas, it is necessary that said improvements be made in the spring or summer of 1955 while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Mt. Angel, Oregon, an emergency is declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor, as authorized by the City Charter dated June 14- 1955.

AYES 5

NAYS none

Submitted to and approved by the Mayor on the 15 day of June 1955.

ATTEST:

Edward F. Schaecher
Recorder

Jens Bentsen
Mayor

RECEIVED
APR 28 1955

6-14-55

AGREEMENT

We, the undersigned, being property owners in Mt. Angel, Marion County, State of Oregon, having requested that certain fill dirt be delivered upon our property from the excavation on East College Street, and East College Street extended, Mt. Angel, Oregon, in consideration of the premises and the delivery of said fill dirt upon premises designated by us, we hereby agree to hold harmless from damages suffered to our property or the street and sidewalk adjoining our property, by reason of trucks or road implements delivering said fill dirt, State Highway Commission of Oregon, The City of Mt. Angel, Marion County, Oregon, the County of Marion, Oregon, and any contractors or sub-contractors employed to deliver and deposit said fill dirt upon our property.

IN WITNESS WHEREOF we have hereunto set our hands and seals this 14th day of June, 1955.

_____ (SEAL)

_____ (SEAL)

AGREEMENT

We, the undersigned, being property owners in Mt. Angel, Marion County, State of Oregon, having requested that certain fill dirt be delivered upon our property from the excavation on East College Street, and East College Street extended, Mt. Angel, Oregon, in consideration of the premises and the delivery of said fill dirt upon premises designated by us, we hereby agree to hold harmless from damages suffered to our property or the street and sidewalk adjoining our property, by reason of trucks or road implements delivering said fill dirt, State Highway Commission of Oregon, The City of Mt. Angel, Marion County, Oregon, the County of Marion, Oregon, and any contractors or sub-contractors employed to deliver and deposit said fill dirt upon our property.

IN WITNESS WHEREOF we have hereunto set our hands and seals this 14th day of June, 1955.

_____ (SEAL)

_____ (SEAL)

STATE HIGHWAY ENGINEER

A G R E E M E N T

We, the undersigned, being property owners in Mt. Angel, Marion County, State of Oregon, having requested that certain fill dirt be delivered upon our property from the excavation on East College Street, and East College Street extended, Mt. Angel, Oregon, in consideration of the premises and the delivery of said fill dirt upon premises designated by us, we hereby agree to hold harmless from damages suffered to our property or the street and sidewalk adjoining our property, by reason of trucks or road implements delivering said fill dirt, State Highway Commission of Oregon, the City of Mt. Angel, Marion County, Oregon, The County of Marion, Oregon, and any contractors or sub-contractors employed to deliver and deposit said fill dirt upon our property.

IN WITNESS WHEREOF we have hereunto set our hands and seals this 14th day of June, 1955.

W. F. [illegible] (Seal)

[illegible] (Seal)

STATE HIGHWAY ENGINEER

A G R E E M E N T

We the undersigned, being property owners in Mt. Angel, Marion County, State of Oregon, having requested that certain fill dirt be delivered upon our property from the exwavation on East College Street, and East College Street extended, Mt. Angel, Oregon, in consideration of the premises and the delivery of said fill dirt upon premises designated by us, we hereby agree to held harmless from damages suffered to our property or the street and sidewalk adjoining our property, by reason of trucks or road implements delivering said fill dirt, State Highway Commission of Oregon, the City of Mt. Angel, Marion County, Oregon, The County of Marion, Oregon, and any contractors or sub-contractors employed to deliver and deposit said fill dirt upon our property.

IN WITNESS WHEREOF we have hereunto set our hands and seals this 14th day of June, 1955.

Mt Angel Farmers Union Warehouse (Seal)

by Bernard H. Kunk, Mgr. (SEAL)

STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1955

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

W. C. WILLIAMS

Attached is a suggested letter, with attachments, to the Legal Division requesting preparation of a cooperative construction agreement between the State, City of Mt. Angel, and Marion County.

The project within the city limits of Mt. Angel, on Church and College Streets, was approved by the Commission on December 7, 1954. In making the location survey it was found advantageous to reconstruct a portion of the county road in order to correct the curvature at the east city limits. The County Court was approached and agreed to the needed reconstruction, with the county to pay all cost of construction outside the city limits.

John W. Cattrall
Engineer, County and City Relations

By H. C. Ayers

H. C. Ayers
Field Engineer

HCA:mm
Att.

RECEIVED
APR 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 8-51 63818

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

Salem, Oregon
April 28, 1955
SUBJECT:

To:

Mr. C. W. Enfield
Chief Counsel

On December 7, 1954, the State Highway Commission approved a project in Mt. Angel to be constructed from funds provided in ORS 366.800 and 366.805. In making the location survey it was determined that in order to correct the dangerous curves at the east city limits, a section of the county road should be reconstructed.

The Marion County Court is in agreement with the necessity of this realignment and has agreed to provide the funds for the construction outside the city limits of Mt. Angel. Will you please prepare a tripartite agreement between the State, Marion County, and the City of Mt. Angel. The pertinent conditions are as follows:

CITY

The project within the city limits of Mt. Angel, on Church and College Streets, is to be financed jointly by the City and State under the provisions of ORS 366.800 and 366.805 wherein the State will furnish a maximum of $15,000, the City to pay all costs of the project in excess of the said sum of $15,000. Total cost of this portion of the project is presently estimated at $31,000 and can be covered with our standard form of agreement, as attached.

COUNTY

The portion of College Street from the easterly city limits of Mt. Angel at approximately Highway Engineer's Station 38+42 to Station 43+00 is to be financed entirely by Marion County and is presently estimated to cost $6,000.

THINGS TO BE DONE BY STATE

State shall prepare the plans, let the contract, and supervise construction of the project.

THINGS TO BE DONE BY COUNTY

County, at the time bids are received, shall deposit with the State such a sum of money as is represented by the contractor's bid. It is understood and agreed that when the project has been completed and the total cost thereof determined, the State shall furnish the County with an itemized statement of the project, and if the sum deposited by Marion County exceeds

the County's share of the total cost the surplus shall be refunded to the County; however, if the sum deposited by County shall not equal County's share of the final cost of the project, the County shall promptly pay to State such a sum of money as when added to the sum deposited by County shall equal the County's share of the total cost of the project.

Please prepare six copies of the agreement in addition to any required by the Legal Division. One large set of plans is attached for your information in preparing the agreement. The copies of Exhibit "A" will be forwarded as soon as they are available and additional copies will be attached by the County and City Relations Division.

Bids for this project will be called at the June Commission meeting. Please have the agreement prepared as soon as possible so that it may be sent to the City and County for adoption and returned prior to the meeting.

W. C. Williams
Deputy State Highway Engineer

HA:mm
Att.
cc: J. W. Cattrall

NOTED
V. R. JONES

Salem, Oregon
April 8, 1955

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. W. CATTRALL

J. F. HAGELMANN

Attached is the field data on the Special City Allotment project in Mount Angel.

Please note that the project as now located includes a portion of county road adjacent to the city street project which the county has requested be constructed and has agreed to pay all costs incurred in the portion outside the city limits.

Also, the city officials of Mount Angel have agreed to pay the added cost due to the alignment of the street to eliminate the extreme curves at the easterly city limits and are procuring the needed right of way.

As the Marion County Court will not be able to furnish the funds for their portion of the construction before July 1, 1955, we suggest that this project not be contracted before the June or July Commission meeting.

John W. Cattrall
Engineer, County and City Relations

By

H. C. Ayers
Field Engineer

HCA:mm
Att.

cc: V. G. O'Neil
Frank Hall

4-6-55

Mt. Angel (Church & College Streets) Section,

City Streets & County Market Road #17 Highway.

A parcel of land lying in the E 1/2 of Section 10 and the W 1/2 Section 11, Twp. 6 S, R 1W, W.M., Marion County, Oregon, and being a portion of that property conveyed by that deed to Abbot of St. Benedicts Abbey, Mt. Angel, Oregon, recorded in Book 141, Page 584, of Marion County Records of Deeds. The said parcel being a strip of land of variable width, lying on each side of the center line of College Street in the East Part of the City of Mt. Angel, as said centerline was relocated by the Oregon State Highway Department, in January of 1955, which center line is described as follows:

Beginning at Engineer's center line Station 31+51.85 P.C., said Station being 179.9 feet north and 633.2 feet west of the 1/4 Corner between Sections 10 and 11, said 1/4 Corner also being a City Monument on the east boundary line of Mt. Angel; thence on a 2291.83 foot radius curve left (the long cord of which bears S 68° 42' 14.5" E.) 814.83 feet to Station 39+66.68 P.T.; thence S 78° 53' 22" E 333.32 feet to Station 43+00, said parcel being more particularly described as follows:

Beginning at a point on the southerly line of the existing College Street which point is 30 feet southerly of (when measured at right angles to) said relocated center approximately opposite Station 33+60; thence easterly along said existing southerly line of College Street to a line which is parallel to and 30 feet northerly of said relocated center line; thence easterly along said parallel line to a point in the southerly line of said existing College Street which point is approximately opposite Station 39+00 on said relocated center line; thence southeasterly and easterly along the southerly line of said existing College Street to a line which lies at right angles to said relocated center line at Station 43+00; thence S 11° 06' 38" W to a line which is parallel to and 25 feet southerly of said relocated center line; thence N 78° 53' 22" W 296 feet along said parallel line to a point opposite Station 40+04; thence at right angles S 11° 06' 38" W 5 feet; thence westerly, parallel to and 30 feet southerly of said relocated center line to the point of beginning.

The parcel of land to which this description applies contains 0.78 acres.

FORM E30—50M—10-54—78488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1955

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer

Dear Sir:

Attached is a description with supporting data to cover property in Mt. Angel to be donated by the Abbot of St. Benedict's Abbey to the City. Also attached is a copy of a letter from Mr. J. F. McGee.

Yours very truly,

J. D. Walker
Division Engineer

By F. T. Lacey

F. T. Lacey
Division Office Engineer

AM

RECEIVED
APR 6 1955
OFFICE OF
CONSTR[illegible] ENGINEER

FORM E-30 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

324-1439

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1955

SUBJECT: R/W for Mt Angel(Church & College Streets) Section. City Streets in Mt Angel

To: Mr J. D. Walker
Division Engineer
State Hwy., Bldg.,
Salem, Oregon

Dear Sir:

Herewith Center Line Drscription of Property and copy, Statement of Information and Authorization to Purchase, two copies, Photostat of deed & a black & white print of Mt Angel(Church & College Streets) Section.

This data covers right-of-way needed, due to relocation of College Street through property owned by the Abbot of St Benedicts Abbey at Mt Angel.

We were requested, by the Mt Angel City Council, through Mr Harold Ayers of the County and City Relations Division, to write a description covering right-of-way to be donated to the City of Mt Angel, by the Abbot of St Benidicts Abbey at Mt Angel.

Respectfully Yours

J. F. McGee

John F. McGee
Resident Engineer

CO'N:co'n
2 copies

FORM E-181 REV. SM 2-50

OREGON STATE HIGHWAY COMMISSION

Center Line Description of Property

Purchase ( ) Lease ( ) Easement ( ) R. R. Encroachment ( ) Sale (X) Donated

USE: R/W (X) St. Pile ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( )

Description prepared by J.F.McGee, March, 19 55; Checked by ....., ..., 19.....

Owner .....

Mt. Angel (Church & College Streets) Section, City Streets & County Market Road #17 Highway.

A parcel of land lying in the E ½ of Section 10 & The W ½ of Section 11

~~of Section~~, Twp. 6 S, R. 1 W, W. M.,

Marion County, Oregon, and being a portion of that property conveyed by that deed to Abbot of St. Benedicts Abbey, Mt. Angel, Oregon, recorded in Book 141, Page 584, of Marion County Records of Deeds. The said parcel being ~~that portion of said property included in~~ a strip of land ~~60~~ variable ~~feet in~~ width, ~~30~~ lying ~~feet~~ on each side of the center line of ~~the~~ College Street in the East Part of the City of Mt. Angel, as said Centerline was relocated by the Oregon State Highway Department, in January of 1955, ~~highway as said highway has been relocated~~, which center line is described as follows:

Beginning at Engineer's center line Station 31+51.85 P.C., said Station being 179.9 feet North and 633.2 feet West of the 1/4 Corner betweens Sections 10 & 11, ~~of said Section~~ said 1/4 Corner also being a City Monument on the East Boundary; ~~thence~~ ~~line of~~; thence on a 2291.83 foot radius curve left (the long cord of which bears S 68° 42' 14.5" E.) ~~810.55~~ 814.2 feet to Sta. 39+66.68 P.T.: thence S 78° 53' 22" E., 333.32 feet to Sta. 43+00, said ~~centerline crossing the West line of said parcel,~~ (~~which~~ as relocated as above:

[redacted]

Beginning at Engineer's center line Station 31+51.85 P.C., said Station being 179.9 feet North and 633.2 feet West of the 1/4 Corner betweens Sections 10 & 11, ~~of said Section~~ said 1/4 Corner also being a City Monument on the East Boundary; ~~thence~~ line of ~~Avenue~~; thence on a 2291.83 foot radius curve left (the long cord of which bears S 68° 42' 14.5" E.) ~~810.55~~ 814.82 feet to Sta. 39+66.68 P.T.; thence S 78° 53' 22" E., 333.32 feet to Sta. 43+00, said ~~centerline~~ containing the West line of said parcel, [redacted] containing more particularly described as follows:

[redacted] a point on the [redacted] existing [redacted] said point being opposite Station 33+60; thence Easterly along said existing southerly line of Ellis Street to a line which is parallel to and 30 feet westerly of said described center line; thence [redacted] to a point on a line which is parallel to and 30 feet westerly of said described center line; thence S 11° 01' 38" W. 296 feet to a point on the [redacted] of said parallel center line; thence S 11° 01' 38" W. 5 feet; thence Westerly, parallel to and 30 feet southerly of said described center line to the point of beginning.

324-1439

Mt Angel (Church + College Intersection
City of Mt. Angel, Marion Co.

N 357.1317
N 177.2460
N 179.8857

W 634.3531
W 1.1859
W 633.1672

N 177.2460
W 1.1859
1/4 Cor. Section Cor.
between Sect 10 & 11
T6S, R1W, Marion Co

15° 51' 36"

S 74° 08' 24" E
658.22454

633.1672
East

$$\sqrt{633.1672^2 + 179.8857^2} =$$

$$\sqrt{43,32,59.55023176}$$

658.22454

$$\frac{179.8857}{658.22454} = \text{Sin } .2732892 = 15° 51' 36"$$

90°

179	59	60
105	51	36

74° 08' 24"

74° 08' 24"

177.2460
North

P.S. 31+51.85
N 357.1317
W 634.3531

Form E-36—5M—4-40

Oregon State Highway Commission

TRAVERSE SHEET

County Marion Section Mt Angel (Church + College Strs.) Calculated by C.F. O'Neil

Highway City Street Line Location Sheet No. 1 Checked by J.F. McGee

STATION	CURVE DATA Angle	CURVE DATA Degree	Tan.	Sub. Tan.	P.I. to P.I.	Calculated Course	Cosine	Sine	LATITUDE N.	LATITUDE S.	DEPARTURE E.	DEPARTURE W.	CO-ORDINATES Lat.	CO-ORDINATES Dep.
													North 0.0000	West 0.0000
T6S, R1E, Most Easterly SE Cor of N½ Angel City Limits					177.25	N 0-23 W	.99997762	.00669038	177.2460	—	—	1.1859		
													177.2460	1.1859
City Monument 0.7' in or edge of Old Hwy. East City Limits, also ¼ Cor between Sects 10 + 11					269.41	S 89-39-15 E	.5054914	.8628468	—	—	136.1784	232.4590		
													41.0676	23.2731 East
P.O.T. 40+19.22														
					112.54	N 78-53-22 W	.19770275	.98125718	21.685	—	—	110.4307		
													62.7544	120.8424
P.T. 39+66.68														
					411.76	N 78-53-22 W	"		79.3473	—	—	404.3425		
													142.1017	283.2001
P.I. 35+63.61														
	20°32'15" Rt				411.76	N 58-31-07 W	.52232158	.85280984	215.0300	—	—	351.1530		
													357.1317	634.3531
P.C. 31+51.85														
					658.22	S 74-18-24 E	.27328773	.96193233	—	179.8834	633.1631	—		
													177.2483	1.1900
City Mon also ¼ Con. Between Sect 10 + 11	15°37'10" Lt													

OREGON STATE HIGHWAY DEPARTMENT

STATEMENT OF INFORMATION AND AUTHORIZATION TO PURCHASE

10M 8-54 FORM E-353

W FILE NO.

DATE: April 4, 1955

☐ PURCHASE ☐ LEASE ☐ EASEMENT ☐ R. R. ENCROACHMENT ☒ SALE OTHER: Donated

☒ R/W ☐ STOCK PILE ☐ MAINTENANCE ☐ QUARRY/ GRAVEL PIT ☐ PARK OTHER:

APPROXIMATE LIMITS STA. 33+50 TO STA. 43+00 OR NEAR M.P.

HIGHWAY: College St., Mt Angel & Market Road #17

UNIT:

SECTION: Mt Angel(Church & College Streets)

RECOMMENDED FOR APPROVAL: DIVISION ENGINEER

CONSTRUCT. ENGINEER

PRESENT OWNER: Abbot of St Benedicts Abbey, Mt Angel, Oregon

ADDRESS: Mt Angel, Oregon

COUNTY	SECTION	TWP.	RANGE
Marion	10 & 11	6S	1W

SUBMITTED BY: John F. McGee Resident ENGINEER

DATE APPROVED:

BY: R/W ENGINEER

PHOTOSTATS SHOULD BE OBTAINED OF ALL PERTINENT DEEDS. WHERE PHOTOSTATS ARE NOT AVAILABLE, COPIES SHOULD BE OBTAINED FROM THE COUNTY CLERK, TITLE CO., OR OTHER SOURCE. COPYING FROM THE RECORDS BY THE ENGINEER IS NOT RECOMMENDED; HOWEVER, IF NO OTHER SOURCE IS POSSIBLY AVAILABLE, THE ENGINEER MAY FILL IN THE INFORMATION AT THE BOTTOM OF THIS FORM.

COPIES OF ALL DEEDS NECESSARY TO FULLY ESTABLISH THE DESCRIPTION OF THE PROPERTY SHOULD BE SUBMITTED. FOR INSTANCE, COPIES SHOULD BE ATTACHED OF DEEDS WHICH ARE REFERRED TO IN THE DESCRIPTION OF THE MAIN DEED. IF DEEDS CONTAIN OMISSIONS OR ERRORS, PERHAPS COPIES OF DEEDS FARTHER BACK IN THE CHAIN OF TITLE WILL BE NEEDED TO SATISFACTORILY SET OUT THE PROPERTY INVOLVED. IF POSSIBLE, DESCRIPTIONS SHOULD BE OBTAINED OF ALL EXCEPTIONS NOTED BUT NOT DESCRIBED IN THE DEED.

PHOTOSTATS OR CERTIFIED COPIES SHOULD BE SUBMITTED OF ALL PLATS OF SUBDIVIDED PROPERTY AFFECTED BY ACQUISITION. STANDARD TRACINGS, 11" X 17", SHOULD BE SUBMITTED WITH ALL QUARRIES, STOCKPILE SITES, ETC.

DEED INFORMATION

(IF PHOTOSTATS NOT AVAILABLE)

TYPE OF DEED ☐ WARRANTY ☐ BARGAIN AND SALE ☐ QUIT-CLAIM OTHER:

TO (NAME): [illegible] St Benedicts Abbey, Mt Angel, Ore

FROM (NAME): Abbot of St Benedicts Abbey, Mt Angel, Ore

DEED DATED: April 21, 1917

DATE DEED RECORDED: April 21, 1917 BOOK: 141 PAGE: 584

DESCRIPTION IN RECORD

PHOTOSTAT

[illegible] party;

AND WHEREAS, [illegible] the laws of the State of Oregon, [illegible] party; and

WHEREAS, The party of the first part is now [illegible] a corporation duly existing under the laws of the State of Oregon with its [illegible] and chief place of business at the City of Mount Angel, Oregon; and

WHEREAS, the party of the second part was heretofore incorporated for the purpose of changing the party of the first part into a corporation aggregate, and that a certificate was duly issued under the seal of the State of Oregon to the said party of the second part for such and other purposes; and

WHEREAS, it is deemed expedient to execute these presents for the purpose of making a formal transfer of record of all the property rights and interests held and owned by the party of the first part to the party of the second part.

NOW, THEREFORE, THIS INDENTURE WITNESSETH: That Abbot of St. Benedict's Abbey, Mount Angel, Oregon, a corporation sole, for and in consideration of the premises and of One ($1.00) Dollar, lawful money of the United States, to it paid, hath bargained, granted, sold and conveyed and doth hereby bargain, grant, sell and convey unto the party of the second part St. Benedict's Abbey, Mount Angel, Oregon, all property, whether real, personal or mixed, and of whatsoever kind or description and wheresoever situated, now owned and held by the party of the first part, and including all property rights, interests and estate that may hereafter be vested in or acquired by the party of the first part, and particularly including all lands and real and personal property situated in the County of Marion and State of Oregon, now owned and held by the party of the first part.

TO HAVE AND TO HOLD the same, with their appurtenances thereunto belonging, to the said party of the second part St.Benedict's Abbey, Mount Angel, Oregon, its successors and assigns forever.

IN WITNESS WHEREOF, the party of the first part hath hereunto caused its corporate name to be subscribed and its corporate seal to be affixed on the day and year first above written.

Done in the presence of:

[illegible] Corp. Seal

[illegible] Abbot of St. Benedict's Abbey

[illegible] by Placidus Kuerst, O.S.B. Seal

[illegible]

[illegible]

County of [illegible]

[illegible] before me appeared Rt. Rev. Placidus Kuerst, O.S.B. to me personally known, who being by me duly sworn, did say that he is the Abbot of that certain corporation sole known and designated as Abbot of St. Benedict's Abbey, Mount Angel, Oregon, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that the said instrument was signed and

Form B-48a—Rev. 4-47

STATE OF OREGON
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET ... OF ... SHEETS

..... , 19

John F. McGee, Res. Eng'r.
Marion County

Mt. Angel (Church and College Streets)
Grading and Paving City Streets (Location)

324-1430
March 1955

(Summary) 3-55

STATE PRINTING DEPT

Item	Unit	Unit Price	Net Quan	Allow	Total	Cost
Clearing and Grubbing	All	$ 600.00				$ 600.00
Drainage Excavation, Unclassified	Cu.Yd.	2.50	52	5	57	142.50
General Excavation, Unclassified	Cu.Yd.	1.00	2722	278	3000	3,000.00
Adjustment of Manholes	Only	40.00	2	0	2	80.00
12 inch Concrete Pipe	Lin.Ft.	2.00	357	36	393	786.00
18 inch Concrete Pipe	Lin.Ft.	3.50	15	3	18	63.00
Extra for Pipe under Pavement	Lin.Ft.	2.00	54	0	54	108.00
Catch Basin	Only	100.00	3	0	3	300.00
2½-0 Crushed Rock in Base	Cu.Yd.	3.00	2833	283	3116	9,348.00
¾-0 Material in Base & Shoulders	Cu.Yd.	4.00	516	52	568	2,272.00
Sprinkling	M-gals	3.00	84	8	92	276.00
RS-2 Asphalt in Tack Coat	Ton	50.00	3	0	3	150.00
Class "B" Asphaltic Concrete	Ton	8.50	1600	80	1680	14,280.00
						31,405.50
Force Account; Adjustment of 7 City Monument Boxes @ $ 20.00 each						140.00
				4½ % Contingencies		1,413.25
				8 % Engineering		2,512.44
						35,471.19

See next 2 sheets for breakdown between City share and Marion County share.

Form E-40a-Std-4-47 STATE OF OREGON TABULATION SHEET

, 19 HIGHWAY DEPARTMENT SHEET 2 OF ..... SHEETS

John F. McGee, Res. Eng'r — Mt. Angel (Church and College Streets) — 324-1439
Marion County — Grading and Paving City Streets (Location) — March 1955

STATE PRINTING DEP'

Estimate
Inside City

Item	Unit	Unit Price	Net Quan	Allow	Total	Cost
Clearing and Grubbing	All	$ 600.00				$ 600.00
Drainage Excavation, Unclassified	Cu.Yd.	2.50	30	3	33	82.50
General Excavation, Unclassified	Cu.Yd.	1.00	2636	264	2900	2,900.00
Adjustment of Manholes	Only	40.00	2	0	2	80.00
12 inch Concrete Pipe	Lin.Ft.	2.00	258	26	284	568.00
Extra for Pipe under Pavement	Lin.Ft.	2.00	18	0	18	36.00
Catch Basin	Only	100.00	3	0	3	300.00
2½-0 Crushed Rock in Base	Cu.Yd.	3.00	2161	216	2377	7,131.00
3/4-0 Material in Base & Shoulders	Cu.Yd.	4.00	427	43	470	1,880.00
Sprinkling	M-gals	3.00	65	6	71	213.00
RS-2 Asphalt in Tack Coat	Ton	50.00	3	0	3	150.00
Class "B" Asphaltic Concrete	Ton	8.50	1353	68	1421	12,078.50
					Inside City	26,019.00
Force Account; Adjustment of 7 City Monument Boxes @		$ 20.00 each				140.00
		4 ½ % Contingencies				1,170.86
		8 % Engineering				2,081.52
		Total Inside City				$ 29,411.38
					Survey	2584.39
						31,995.77

STATE OF OREGON
HIGHWAY DEPARTMENT

Form B-40x—334—4-47 SHEET OF SHEETS

..... , 19

John F. McGee, Res. Eng'r.
Marion County

Mt. Angel (Church and College Streets)
Grading and Paving City Streets (Location)

324-1439
March 1955

STATE PRINTING DEPT

Estimate
Outside City to be paid by Marion County

Item	Unit	Unit Price	Net Quan	Allow	Total	Cost
Drainage Excavation, Unclassified	Cu Yd.	$ 2.50	22	2	24	$ 60.00
General Excavation, Unclassified	Cu.Yd.	1.00	96	4	100	100.00
12 inch Concrete Pipe	Lin.Ft.	2.00	99	10	109	218.00
18 inch Concrete Pipe	Lin.Ft.	3.50	15	3	18	63.00
Extra for Pipe under Pavement	Lin.Ft.	2.00	36	0	36	72.00
2½-0 Crushed Rock in Base	Cu.Yd.	3.00	672	67	739	2,217.00
3/4-0 Material in Base & Shoulders	Cu.Yd.	4.00	89	9	98	392.00
Sprinkling	M-gals	3.00	19	2	21	63.00
Class "B" Asphaltic Concrete	Ton	8.50	246	13	259	2,201.50
					Outside City	$ 5,386.50
					4½ % Contingencies	242.39
					8 % Engineering	430.92
					Total Outside City	$ 6,059.81

OFFICE OF THE RECORDER

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

MOUNT ANGEL, OREGON

March 29, 1955

Mr. H. C. Ayres
State Highway Department
Salem, Oregon

Dear Mr. Ayres:

At a special meeting last night, the council voted to authorize the Street Committee to go ahead with the proposed Church and College Street Improvement Project.

Yours very truly,

THE CITY OF MT. ANGEL

Edward F. Schaecher

EDWARD F. SCHAECHER, Recorder

RECEIVED
MAR 30 1955
STATE HIGHWAY COMMISSION

RECEIVED
MAR 30 1955

MT. ANGEL

Scale 1"=800'

Rev. 8-18-49

FORM S-30 SSM 8-51 50M16

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 21, 1955

SUBJECT: Base Design Charts

To: Mr. J. D. Walker
Division Engineer
Division II
Salem, Oregon

Dear Sir:

Reference is made to the Church and College Sts. Section, of the Mt. Angel City Sts.

Enclosed you will find 2 base design charts prepared from laboratory tests, numbers 359045 and 359048.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

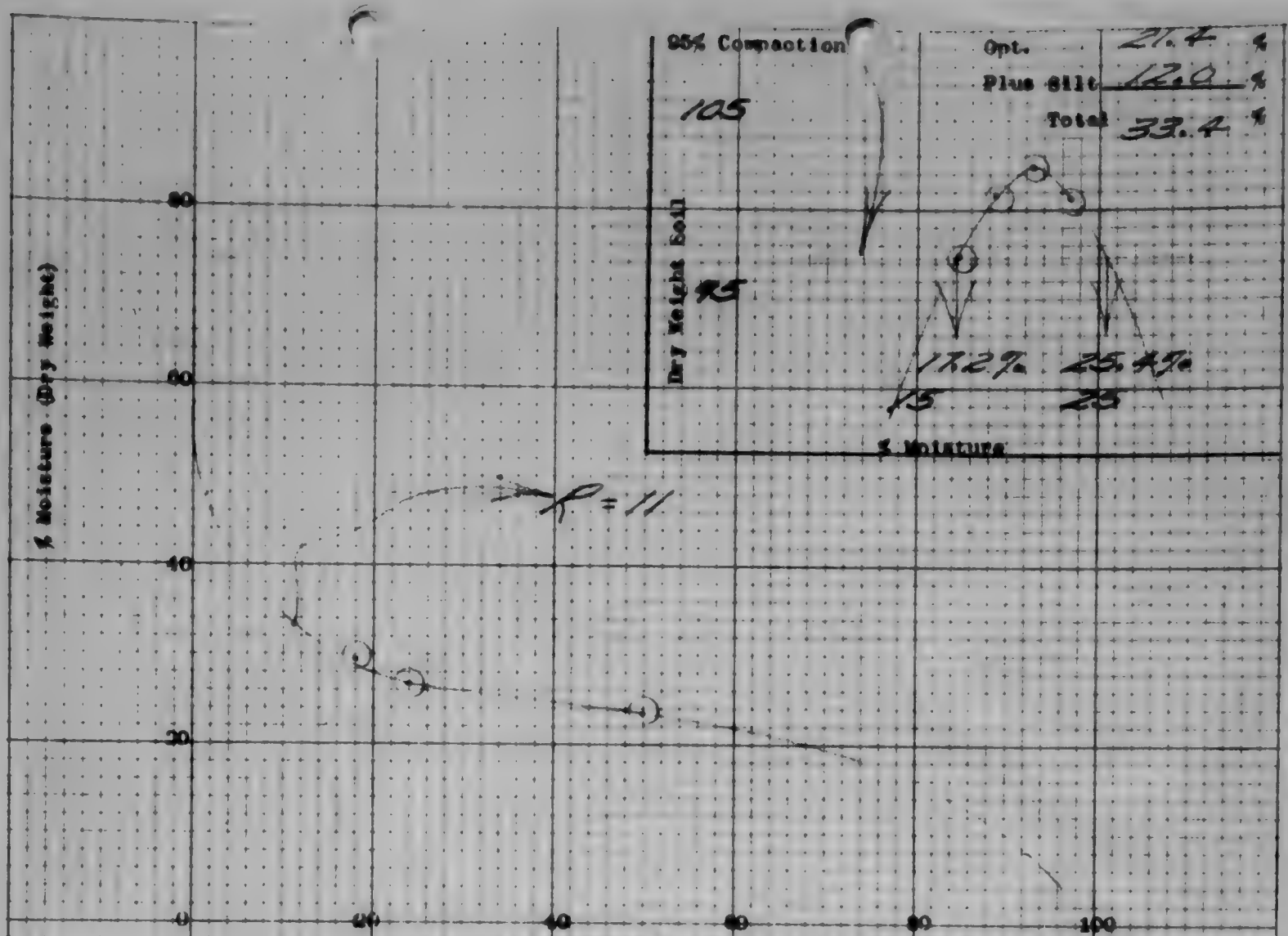
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber

Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
J. F. McCoy
County and City
R. L. Lowe



Data Sheet No	A37480		
Sub. No.	355045	Base & Wear M	Traffic 15.0 "
LL	40	Minus Rock Reduction	— "
PI	16		"
Pass #200 Screen	97.5 %	Minus Wearing Surface	3.0 "
HIDROMETER ANALYSIS			12.0 "
Particles larger than		Plus 25% Increase	3.0 "
.1 0 mm	.8 %	Plus Wearing Surface	3.0 "
Coarse Sand	1.0 %	Total Base & Wear	18.0 "
Fine Sand	3.0 %		
Silt	55.3 %	OREGON STATE HIGHWAY DEPARTMENT	
Clay	40.4 %	SOILS DIVISION	
S-	2.67	BASE DESIGN CHART	
Natural Moisture	%	Section Church & College Sts.	
		Hwy Mt. Angel City St.	
NOTE		Station	
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration		Depth 10" - 36"	
		Hole # 1	
		To be used Subgrade	
		Prefix No.	
		County Marion	
		Date 1-20-55	
		Designed by S	

CLEARPRINT PAPER CO. © 73150 10 DIVISIONS PER INCH BOTH WAYS TO X 100 DIVISIONS PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H

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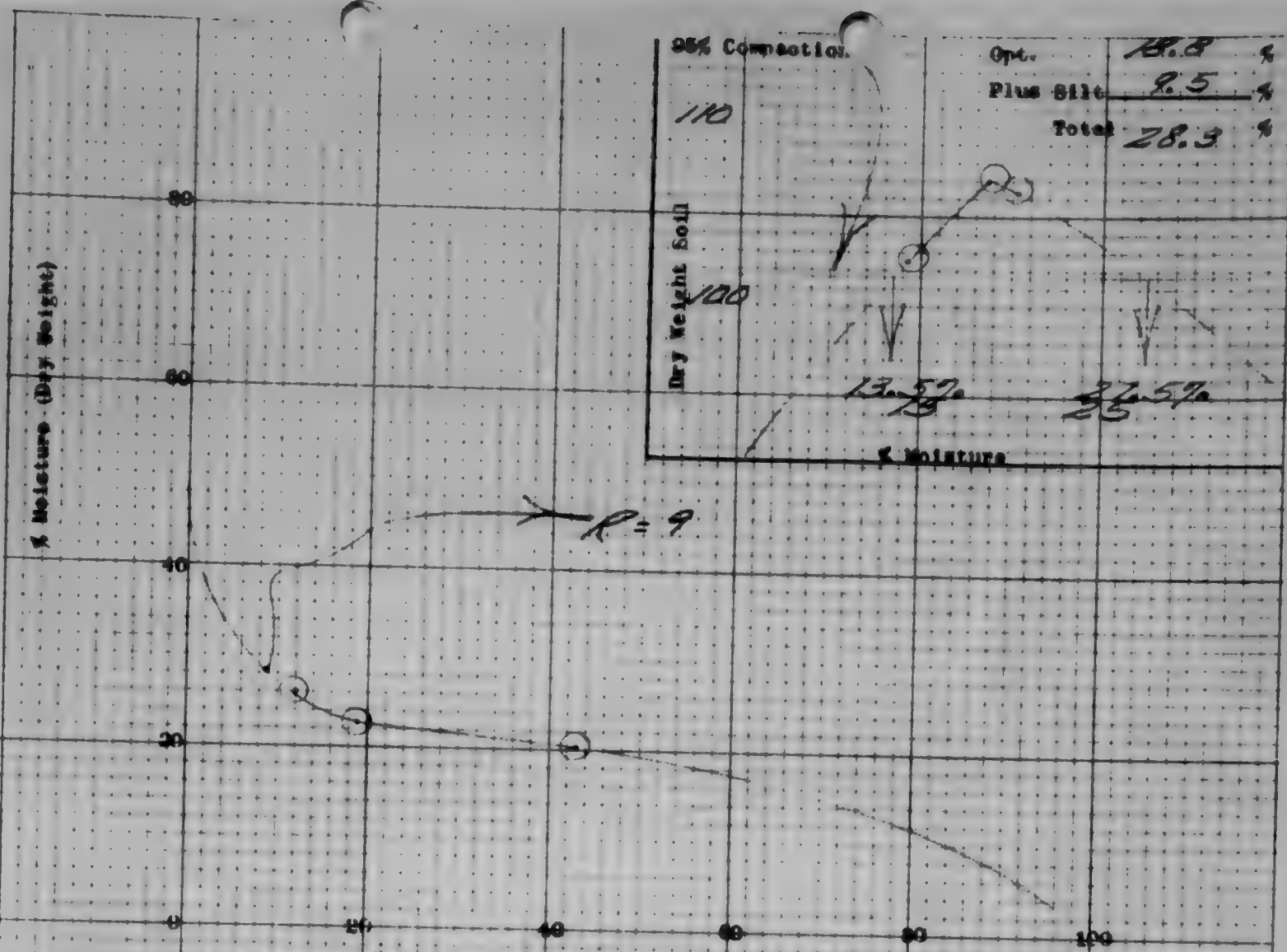
CLEARPRINT PAPER CO. NO 7S190 DIVISIONS PER INCH BOTH WAYS 10 X DIVISIONS



Data Sheet No	
Lab. No.	355046
LL	35
PI	14
Pass 200 Screen	68.7 %
HYDROMETER ANALYSIS	
Particles larger than	
.2 0 mm.	6.0 %
Coarse Sand	3.2 %
Fine Sand	5.7 %
Silt	51.2 %
Clay	33.9 %
S-	2.69
Natural Moisture	%

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

Base & Wear	M	Traffic 15.5 "
Minus Rock Reduction		— "
		"
Minus Wearing Surface		3.0 "
		12.5 "
Plus 20% Increase		3.0 "
Plus Wearing Surface		3.0 "
Total Base & Wear		18.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Church & College Sts.
Hwy Mt. Angel City Sts.
Station
Depth 10" - 36"
Hole # 6
To be used Subgrade
Prefix No.
County Marion
Date 1-20-53
Designed by S

12-21-55

County Road Work Okehed At Mt. Angel

The Marion County Court Thursday agreed to let the state work on a county road in the Mt. Angel area and bill the county for the work.

The road, which runs past Mt. Angel College, will be straightened to eliminate several sharp curves.

The college will provide land needed for a short strip of new right-of-way.

Relocation of county road 747 in the Fruitland area was also discussed. Proceedings will be started to vacate two short sections of right-of way that have never been used.

A resident of the area, who owns land adjoining the road, is seeking to buy the tracts.

NOTED
Harold C. Ayers

December 9, 1954

Edward F. Schaecher
Recorder
t Angel, Oregon

Dear Sir:

On December 7, 1954, the State Highway Commission approved a project in Mount Angel, as shown on the attached summary, to be constructed from the 1955 Special City Allotment fund, as requested in the City's resolution dated January 4, 1954.

Please note that the City is to pay all costs in excess of $15,000. You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Att.

OFFICE OF THE RECORDER

THE CITY OF MOUNT ANGEL

Incorporated April 3, 1893

MOUNT ANGEL, OREGON

September 15, 1954

Mr. Harold C. Ayres
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Ayres:

We want to notify you that we have $5,000.00 available in our Street Fund for our share of the College Street Reconstruction. This is the project we applied for from the Annual $250,000.00 Special City Allotment Fund.

Yours very truly,

THE CITY OF MT. ANGEL

Edward F. Schaecher

EDWARD F. SCHAECHER, Recorder

RECEIVED
SEP 16 1954
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
SEP 16 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

R E S O L U T I O N

1 - 4 - 54

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

NOTED
Harold C. Ayers

NOTED
JONES

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Mount Angel is an incorporated city of the State of Oregon, and has a population of 1314, as given by the latest official census, and

WHEREAS, the following streets of said city, 600 feet of Church Street from Cleveland Street to Oak Street: 3000 feet of college Street from Oak Street to East City limits. Our intentions are to put three foot shoulders on existing streets, which at present only 16 feet wide. The two Curves on the east extremity of College

Form cc-50
Special City Allotment

Street are to be reduced. And due to extra heavy traffic by Mt. Angel Abbey trucks, an extra large farming district traffic, in addition to logging and lumber trucks.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

600 feet of Church Street from Cleveland Street to Oak Street: 3000 feet of College Street from Oak Street to East City Limits. Our intentions are to put three foot shoulders on existing streets, which at present are only 16 feet wide. The two curves on the East extremity of College Street are to be reduced, and due to extra heavy traffic by Mt. Angel Abbey trucks, an extra large farming district traffic, in addition to logging and lumber trucks.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Mt. Angel does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Carl Muckem as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 4th day of January, 1954

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Mt. Angel at a regular or special meeting of said Council, held on the 4th day of January, 1954 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 4th day of January, 1954.

Edward F. Schaecher
City Recorder

MT. ANGEL

Scale 1"=800'

Rev 8-18-49

10-05-51

S-203(1) Werst Corner-Wallowa Sec., 1955
Werst Corner-Wallowa River
#4494 Road

W.C Williams

RECEIVED
APR 16 1957
FOR FILING

S-202(1)

4494

FINAL COST ANALYSIS

April 16, 1957

Werst Corner-Wallowa
Contract No. 4494

Grading and Surfacing
C. C. Meisel, Contractor
Clair E. Hall, Resident Engineer

Werst Corner-Wallowa Road
Prefix: 532-1021

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$2,500.00	$	$ 1,761.78	$ 2,500.00
Drainage Excav, Unclass.	230.47	Cu. Yd.	3.00	2.07	477.68	704.73
Spec. Borrow, Excav., Unclass.	31,104.1	Cu. Yd.	0.35	0.36	11,293.83	10,886.44
General Excav., Unclass.	3,265.3	Cu. Yd.	0.45	0.26	836.05	1,469.39
Truck Haul	36,573	Yd. Mile	0.20	0.24	8,828.05	7,314.60
Finish Roadbed & Slopes	3.37	Mile	500.00	130.58	440.05	1,685.00
12" Corr. Metal Pipe	240	Lin. Ft.	3.25	2.86	687.57	780.00
15" Corr. Metal Pipe	50	Lin. Ft.	4.50	4.02	201.20	225.00
18" Corr. Metal Pipe	306	Lin. Ft.	5.00	4.58	1,397.57	1,530.00
24" Corr. Metal Pipe	176	Lin. Ft.	6.75	5.98	1,052.60	1,188.00
36" Corr. Metal Pipe	90	Lin. Ft.	10.50	10.07	906.13	945.00
18" Arch Type Corr. Metal Pipe	74	Lin. Ft.	5.00	3.98	294.77	370.00
43" Arch Type Corr. Metal Pipe	12	Lin. Ft.	15.00	11.28	135.36	180.00
65" Arch Type Corr. Metal Pipe	12	Lin. Ft.	30.00	23.61	283.37	360.00
18" Corr. Metal Siphon Pipe	72	Lin. Ft.	6.50	6.18	444.84	468.00
24" Corr. Metal Siphon Pipe	106	Lin. Ft.	8.50	8.10	858.83	901.00
Concrete End Basins	13.792	Cu. Yd.	75.00	71.27	982.94	1,034.40
Selected Roadbed Topping	1,469	Cu. Yd.	0.45	0.38	570.29	661.05
Hauling Roadbed Topping	2,604.5	Yd. Mile	0.20	0.24	628.68	520.90
Crusher-run Mat'l in Surfacing	13,033	Cu. Yd.	1.60	2.05	26,799.91	20,852.80
3/4"-0 Mat'l in Surfacing	5,586	Cu. Yd.	1.89	2.20	12,256.53	10,557.54
Sprinkling	582	M/gal.	2.00	1.73	1,006.17	1,164.00
PA #1 22"x13" Arch Type CMP	22	Lin. Ft.	5.00	5.44	119.97	110.00
PA #3 Load & Haul Pit-run Gravel to Crusher	9,741.2	Cu. Yd.	$1,948.24	0.20	1,948.24	1,948.24

Contract No. 4494

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #4 Extra for Selected Roadbed Topping	100%	All	$581.37		$ 581.37	$ 581.37
PA #5 Prospect & Develop Material Source	100%	All	$1,364.35		1,026.10	1,364.35
					$75,819.88	$70,288.49

Total Cost	$75,819.88
Gross Revenue	70,288.49
Net Loss	$ 5,531.39

Net Loss Equals 7.86% of the Gross Revenue

Contract No. 4494

DETAIL OF COSTS

Labor:

Labor	$26,739.03	
Labor Insurance	2,088.28	
Health and Welfare	708.19	
		$29,535.50

Materials:

12" Corr. Metal Pipe	240'	At	$ 1.89	$ 453.60	
12" Bands	3	"	1.89	5.67	
15" Corr. Metal Pipe	50'	"	2.26	113.00	
15" Bands	6	"	2.26	13.56	
18" Corr. Metal Pipe	306'	"	3.30	1,009.80	
18" Bands	8	"	3.30	26.40	
24" Corr. Metal Pipe	176'	"	4.11	723.36	
24" Bands	6	"	4.11	24.66	
36" Corr. Metal Pipe	90'	"	8.04	723.60	
36" Bands	2	"	8.04	16.08	
18" Arch Type Corr. Metal Pipe	74'	"	2.40	177.60	
18" Bands	2	"	2.40	4.80	
43" Arch Type Corr. Metal Pipe	12'	"	8.54	102.48	
43" Bands	1	"	8.54	8.54	
65" Arch Type Corr. Metal Pipe	12'	"	17.20	206.40	
65" Bands	2	"	17.40	34.80	
18" Corr. Metal Siphon Pipe	72'	"	4.27	307.44	
18" Bands	4	"	4.27	17.08	
24" Corr. Metal Siphon Pipe	106'	"	6.14	650.84	
24" Bands	4	"	6.14	24.56	
22"x13" Arch Type Corr. Metal Pipe	22'	"	3.30	72.00	
22" Bands	3	"	3.30	9.90	
					$ 4,726.17

Equipment Rentals and Misc. Supplies:

Equipment Rental, Owned	$21,611.59	
Equipment Rental, Hired	11,522.07	
Gas, Oil, and Grease	5,672.44	
Electric Power	101.22	
Freight	561.39	
P.U.C.	220.05	
P.L. and P.D. Insurance	161.87	
Bond	527.17	
Small Tools and Misc. Supplies	70.12	
Home Office and General Overhead	210.86	
Sub Catch Basins	899.43	
		$43,558.21
		$75,819.88

Contract No. 4494

BREAKDOWN OF CRUSHING COSTS

	Quantity	Cost	Unit Cost
Move In & Set Up	18,619 Cu. Yd.	$ 1,476.00	$0.08
Load & Haul to Crusher	18,619 Cu. Yd.	8,373.04	0.45
Crushing	18,619 Cu. Yd.	17,276.38	0.92
Haul to Stockpile	18,619 Cu. Yd.	1,418.80	0.08
	18,619 Cu. Yd.	$28,545.22	$1.53

Contract No. 4494

Remarks:

This was a Federal Aid Secondary Project calling for the construction of 3.37 miles of highway roadbed and 3.37 miles of select roadbed topping and crush stone surfacing. The project was bid June 30, 1955 and awarded July 22, 1955. Work started September 8, 1955, and was completed October 30, 1956.

The contractor moved in a crew of two men and started clearing September 8, using the following rented equipment: one 99 with blade and a power saw. The clearing consisted of pulling the grass from the ditch line and some cottonwood trees and brush.

The placing of culvert pipes and concrete end basins started September 20 and was completed October 19, the drainage excavation being done with a rented 3/8-yard backhoe.

The contractor started his grading operation October 7 with the following owned equipment: one 99 with blade, one RD-4 cat and dozer, one D-7 cat and dozer. Hired equipment consisted of one D-7 cat and scraper. The grading, being very light with some line changes, was hampered somewhat with water in the ditch line due to the runoff of the adjoining land. The contractor shows a profit due to a high bid price.

The hauling and placing of special borrow started October 18 and shut down for the winter November 4. The following equipment was used: one 99 with blade, one D-4 cat and dozer, one 1-yard shovel, and four 5-yard hired trucks.

The crushing plant was moved in and set up in the state-controlled gravel deposit located on the westerly side of and adjacent to the highway at Station 28+50 and started crushing and stockpiling 3/4"-0 November 4 and completed the 3/4"-0 December 7. Considerable time was lost during this time due to inclement weather and repairs to the crushing plant. The crush plant was then changed over to produce base rock November 8 which was also stockpiled at the plant as the highway was not ready yet. On December 16 the contractor shut down all operations until spring as the gravel pit was too wet to work. Starting up operations again April 2, 1956, the pit was still very wet. The average production for the first week was approximately 45 yards per hour which never improved as so much water was in the pit. This pit ran short of material so a new one was located and the contractor then hauled material to the crusher using three 5-yard trucks. All crushing was completed April 25, 1956. The contractor shows large loss on his crushing due to the low bid price, low production due to the west condition of the gravel source and inclement weather.

The hauling of special borrow was resumed again May 1, 1956 using one 1-yard shovel, one RD-4 Cat and dozer, three 5-yard trucks, and four to six 5-yard hired trucks. The wet condition of the road slowed down the operation somewhat. Three borrow pits were used to complete the special borrow and selected roadbed topping. Pit number 3 at Station 150 had a lot of oversized material which had to be removed, slowing down the work somewhat. The contractor shows a loss on both the special borrow and the haul due to a low bid and too much hired equipment during the early hauling, which was slow.

Contract No. 4494

Remarks, continued:

The base rock and the 3/4"-0 was placed without much delay. The contractor would have showed a profit on the hauling and placing of the crushed matdrial, but the crushing costs were quite high causing him to suffer a loss. The contractor was unable to complete this project on time due to the bridge that was being replaced wasn't complete, so the county agreed to complete it for him.

M. N. Juve
Chief Cost Analyst

By

C. E. Layton

OREGON STATE HIGHWAY DEPARTMENT

(date)

February 14, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1424	1 -Final	C. C. Meigel	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3026	H-173372	$ 3,283.44	2/14/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to Oct. 30, 1956

Completion Date: Oct. 30, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-15-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 15 1957

NOTED ON CARD

RECEIVED
JAN 31 1957
FOR FILING

4494

January 31, 1957

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

State Highway Contract No. 4494 for work performed on the Perst Corner-Wallowa Section of the Perst Corner-Wallowa Road in Wallowa County was completed by the contractor, C. C. Meisel, on October 30, 1956 and was formally accepted by the Highway Commission on December 17, 1956.

Final payment in the amount of $3,983.44 will be released to the contractor on or after February 11, 1957. The total contract amount is $70,288.49 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Standard Accident Insurance Co.
Robert P. Dawson, Agent
Portland Trust Bldg.
Portland, Oregon

NOTED ON CARD

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JAN 4 - 1957
FOR FILING

S-203(1)
4494

4494

Salem, Oregon
January 2, 1957

Installation of reflectorized cross-buck signs and reflectorized advance warning signs.

Mr. W. O. Widdows
Sign Engineer
Salem Highway Shops

To conform with requirements of the Bureau of Public Roads, it will be necessary to install reflectorized cross-buck signs and reflectorized advance warning signs at the grade crossing of the Union Pacific railroad tracks with the Worst Corner-Wallowa Road approximately 2 miles northwesterly of the north city limits of the City of Wallowa.

The crossing referred to is at Station 31+15 on the Worst Corner-Wallowa Section, Contract No. 4494.

The signs should be installed as soon as possible as this contract was completed October 30, 1956. Expense should be charged to Prefix 532-1021. The Federal-aid Project is No. S-203(1).

Forrest Cooper
Deputy State Highway Engineer

RAtin

cc: A. F. Parson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

928 PITTOCK BLOCK
PORTLAND 5, OREGON

December 28, 1956
C 321 - 2 - 6

Mr. W. C. Williams,
State Highway Engineer,
State Highway Department,
Salem, Oregon.

Dear Sir:

Your letter December 13 in regard to installing reflectorized crossbuck and reflectorized advance warning signs at the grade crossing No. 2G-56.9, located northwesterly of City of Wallowa on the Joseph Branch:

We are agreeable to this installation on the basis outlined by you, with the understanding that the posts will be painted white.

Yours truly,

D F Wengert

RECEIVED
DEC 31 1956
OREGON
STATE HIGHWAY COMMISSION
NOTED
G. S. PAXSON

RECEIVED
JAN 3 - 1957
FOR FILING
S-2023(1)
4494

January 2, 1957

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. C. Meisel in connection with contract No. 4494, covering the Ferst Corner-Wallowa Section of the Ferst Corner-Wallowa Road in Wallowa County. This payment in the amount of $6,149.54 will be released to the contractor on or after January 12, 1957. The retained percentage is $2,050.67.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Standard Accident Insurance Co.
Robert P. Dawson, Agent
Portland Trust Bldg.
Portland, Oregon

FORM S-100 30M REVISED 2-56

RECEIVED
DEC 23 1956
FOR FILING

- 213 (1)
4494

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 28, 1956

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from October 31, 1955 to and including October 30,1956 within which to complete your contract No. 4494, for work performed on the Weret Corner-Wallowa Road Section in Wallowa County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson
Division Engineer

Clair E. Hall,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
DEC 13 1956
FOR FILING

S-262(1)

11-19

December 12, 1956

Oregon State Highway Commission

Request for extension of time
No. 19
December 17 and 18 meeting

Gentlemen:

Herewith is a request from C. C. Meisel for an extension of time on the Worst Corner-Wallowa Road Section, Contract No. 4494, from October 31, 1955 to and including, October 30, 1956.

After the contract for this project was awarded, the State awarded a separate contract for a bridge near the center of this project. Because of the noncompletion of this bridge, it was not possible for the prime contractor to surface the northerly end of the project until the new bridge was completed. As soon as the bridge contractor was through with his work, the prime contractor expedited his work to the best of his ability. While there was some inconvenience to the public, there was no added cost, and I recommend that this extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

RECEIVED
NOV 8 1956
FOR FILING

S-203(1)

4494

November 5, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 30, 1956, on Contract No. 4494, Worst Corner-Wallowa Section, in Wallowa County, in connection with Federal Aid Project No. S-203(1).

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:lsr

CC: County & City Relations

Form E-1—1936—1-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 2, 1956, 19....

Section Werst Corner- Wallowa

Highway Werst Corner-Wallowa Road

Contractor C.C. Meisel

Date of contract July 22, 1955

Date work started September 8, 1955

Project authorization . . . . . $ 78,617.25

Exclusive of Engineering . . . . . $ 73,026.69

Kind of work Grading & Surfacing

Section prefix 53L-1(2)1

Contract number 446

Date of completion October 31, 1955

Estimated date of completion October 30, 1956

Per cent of time elapsed 462 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 68,342.59

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . $ 5,590.56

Engineering cost to date $ 6,036.41, 144 %

Date project was completed October 30, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Blade & Roller worked roadway, shaped shoulders and approaches.

Excess "-0" crushed rock used by county on Wallowa Lake and Prince Creek other county roads. Approximately 200 C/.

Job completed October 31, 1956.

NOTED
FORREST COOPER

NOTED
TOM EDWARDS

NOTED
L. H. Young

RECEIVED
NOV 5 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
D. J. BARBEE

Signed Clair E. Hall

Address Vale

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 69078

	GRADING	SURFACING	MA. . ANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.37	3.37			
Miles partially completed					
Miles completed	3.37	3.37			
Total estimated quantities (contract)	5,500	55,800			
Total quantities corrected to date	5,255.3	51,427			
Estimated quantities moved or placed to date	5,255.3	51,427			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week		1			
Men		2			
Supervision		1			
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors		2			

Equipment used during week: Shovels ....., Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	air		
Tuesday	ain air		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 20 1956
FOR FILING

FORM E-80X—37,500—8-55—6240
4494

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
August 15, 1956

W. C. WILLIAMS

SUBJECT: Cross-buck Signs
West Corner-Wallowa Section
Contract 4494

To: Mr. A. F. Parson
Division Engineer
La Grande, Oregon

Attention: Mr. C. D. Cannon

Reference is made to the installation of cross-buck signs at the highway-railroad grade crossing on the above project.

I have checked with the office of the Public Utilities Commissioner and am advised that no order ever has been issued relative to this crossing. It is just one of the multitude of crossings which exist and which have never been made the subject of any formal hearing.

I assume that the construction of the project has been completed and that the maintenance now is the obligation of Wallowa County. I would suggest that, for the protection of the County, the usual advance warning signs be installed. Whether these should be installed at the expense of the County or from construction funds available for the project is something regarding which I have no knowledge.

There is no statute in this State and no order of the Public Utilities Commissioner (as far as I can ascertain) which generally requires the installation of cross-buck signs at highway-railroad intersections. Of course they are always required when a hearing is held.

It is my conclusion that the general adoption of the placing of cross-buck signs at highway-railroad grade crossing intersections by the Railroads has been based upon considerations of legal negligence in the event of an accident.

I suggest for consideration that Wallowa County call the attention of Union Pacific Railroad Company to the absence of the cross-buck signs and suggest that they be installed.

In writing this I am assuming, of course, that this is a crossing of rather ancient origin.

JWD:RN
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards

J. W. DeSOUZA
Assistant Counsel

RECEIVED
AUG 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1956
FOR FILING

BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 25, 1956

NOTED
W. C. WILLIAMS

Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Attention: Mr. D. J. Callahan

Re: Private Road Crossing Agreement
OWRR & N and UP
Worst Corner-Wallowa Project
Wallowa County

Dear Mr. Callahan:

I am advised that it is not desired to extend your lease number 24968, covering private road crossing at Sevier, Oregon, which will expire on July 31, 1956.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. F. Parson

RECEIVED
JUN 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-125 GEN REVISED 7-55

RECEIVED
MAR 16 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

2120
4/17

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

March 13, 1956

Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. D. J. Callahan

Re: Union Pacific Railroad Agreement
Werst Corner-Wallowa Section
Wallowa County Road

Dear Mr. Callahan:

Herewith I hand you two executed copies of Extension Rider, your Audit No. 24968 and 24968-A, covering private road crossing at Sevier, Wallowa County, Oregon, which rider extends the term from December 31, 1955 to July 31, 1956.

It is anticipated that after execution by the Railroad Companies one complete copy will be returned to this office.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams ✓
Mr. Forrest Cooper
Mr. A. F. Parson

RECEIVED
JUL 16 1956
FOR FILING

S-203(1)

4494

file

(204)

11-1-3

Salem, Oregon
March 8, 1956

Mr. J. W. DeSouza
Asst. Chief Counsel
O f f i c e

Attached hereto are two copies of an extension agreement with the O.W.R. & N. Railroad Company and the Union Pacific Railroad Company covering permit relative to a temporary crossing at grade of the tracks on the Worst Corner-Wallowa section of the Wallowa County Road. These copies have been executed by the State Highway Commission and arenow ready for the signatures of the proper officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

H. B. Glaisyer
Secretary

fm
Attach: 2

Filed 6-14-56

REFERRED TO
BY SECRETARY

M 5-11-56

AGENDA
MAR 1 1956
NCA

FORM E30—50M—2-56—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
February 29, 1956

SUBJECT: Union Pacific Railroad Agreement
Werst Corner-Wallowa Section
Wallowa County Road

To: Mr. H. B. Glaisyer, Secretary
State Highway Department
O f f i c e

Herewith I hand you, for execution by the State Highway Commission, extension agreement covering permit relative to a temporary crossing at grade of the tracks of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company on the above entitled section. This instrument extends the term of the original permit from December 31, 1955 to July 31, 1956. The original agreement is filed in your Railroad Agreement File No. 456.

The extension was just received in this office this morning and I hesitate to send it to you such a short time before the Commission meeting, but the contractor will probably be operating on the crossing before a subsequent meeting of the Commission and it would be desirable to have the agreement executed and returned to the Railroad Company before the contractor again uses the crossing.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. C. W. Enfield

(A)
cys 2 cys

NDA
M

Stands 3/1

AGENDA
MAR 1 1956
NCA

FORM 820—50M—2-55—82966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
February 29, 1956

SUBJECT: Union Pacific Railroad Agreement
Werst Corner-Wallowa Section
Wallowa County Road

To: Mr. H. B. Glaisyer, Secretary
State Highway Department
O f f i c e

Herewith I hand you, for execution by the State Highway Commission, extension agreement covering permit relative to a temporary crossing at grade of the tracks of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company on the above entitled section. This instrument extends the term of the original permit from December 31, 1955 to July 31, 1956. The original agreement is filed in your Railroad Agreement File No. 456.

The extension was just received in this office this morning and I hesitate to send it to you such a short time before the Commission meeting, but the contractor will probably be operating on the crossing before a subsequent meeting of the Commission and it would be desirable to have the agreement executed and returned to the Railroad Company before the contractor again uses the crossing.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. C. W. Enfield

(A)
cy 2 cys

NOA

FORM S-123 80M REVISED 3-

RECEIVED
MAY 25 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

February 20, 1956

Union Pacific Railroad Company
Property Department
Pittock Block
Portland 5, Oregon

Attention: Mr. D. J. Callahan

Re: Union Pacific Railroad Agreement
Worst Corner-Wallowa Section
Wallowa County Road

Dear Mr. Callahan:

Under date of November 10, 1955, Mr. Glaisyer, Secretary of the Highway Commission, returned to you two executed copies of agreement covering a temporary private road crossing, at grade, on the Worst Corner-Wallowa Project in Wallowa County.

We do not find where the State's executed copy has been returned, and, if it was returned, it has been misplaced in our files.

Probably it is as well if the instrument was not executed on behalf of the Railroad Company as I now am advised that owing to adverse weather conditions the contractor has been unable to complete the work that required hauling across the crossing, and, it is requested that the temporary permit be extended to July 31, 1956.

We have an approval of the extension by H. H. and M. H. Gillespie dated January 21, 1956, a copy of which is attached hereto.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. H. B. Glaisyer
Mr. Forrest Cooper
Mr. A. F. Parson

REFERRED TO
BY SECRETARY

RAILROAD COMPANIES
FILE No. 456

November 10, 1955

Agenda Item 5-e

Union Pacific Railroad Company
Property Department
Pittock Block
Portland 5, Oregon

Attention: Mr. D. J. Callahan

Gentlemen:

We are enclosing two copies of an agreement between the State Highway Commission and the O. W. R. & N. Company and Union Pacific Company covering a temporary private road crossing of railroad at grade on the Werst Corner-Wallowa Project in Wallowa County. These copies have been executed by the State Highway Commission and are now ready for the signature of the President of the O. W. R. & N Company and Union Pacific Railroad Company.

When fully executed please return one copy of the above agreement to this office for the Commission's files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

not in file 12.7.55
not in file 1.19.56
3.29.56

FORM E30—50M—10-54—79488

AGENDA
NOV 3 1955
5-2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
October 27, 1955

SUBJECT: Private Road Crossing Agreement
OWRR & N and UP
Werst Corner-Wallowa Project
Wallowa County

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

To: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. C. W. Enfield

Gentlemen:

Herewith I hand you for execution by the State Highway Commission two copies of private road crossing agreement, with accompanying correspondence, with Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, relative to a temporary private crossing at grade in Wallowa County.

This crossing is necessary for the transportation of materials in connection with contract now underway on the Werst Corner-Wallowa project.

There are some items in the agreement which do not appear to be wholly desirable, but in view of the fact that it will expire, by its own terms, on December 31, and the fact that permission was given to use the crossing under date of August 2, 1955, and the further fact that it has been examined by Mr. Parson, it is forwarded to you with approval as to form.

The matter was not initiated by the Legal Department and there would be no necessity for the agreement being returned to me for further handling after execution by the Commission.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

(A)

Dep. 2 cys

RECEIVED

FORM 830—50M—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 25, 1955

SUBJECT:

To:

Mr. J. W. DeSouza
Chief Options, P.U.C. & R.R. Section
Salem, Oregon

Dear Mr. DeSouza:

Confirming our phone conversation this date regarding your letter of October 19 pertaining to railroad crossing - Werst Corner, Wallowa Project.

We are sending copies of all of our correspondence pertaining to the subject and returning the railroad crossing permit application.

This crossing was subject of some conversation with local railroad men and since the crossing was very temporary it was assumed that an informal permit would suffice. However, since the railroad wants a formal permit, it is recommended that the document be executed at the November Commission Meeting.

We have set up a material source across the tracks from the road and the contractor has elected to use it. Since the pit is only to be used for this job the county would not be interested in it at this time for future use.

Under terms of the contract we are to pay for planking railroad. The railroad has already planked the crossing and the contractor will probably want to move into the pit in approximately three weeks. Job will be completed prior to December 31, 1955. The provisions of the permit will be taken care of and I can foresee no complications since the job is short.

Very truly yours,

A. F. Parson
Division Engineer

AFP:gb
cc - H. G. Smith

Salem Office
October 1', 1955

Private 'T' Crossing Worst Corner-
Wallowa Project
Wallowa County

Mr. A. F. Parson
Division Engineer
La Grande, Oregon

Dear Mr. Parson:

Herewith I am enclosing letter from D. J. Callahan with duplicate originals of proposed agreement with O.W.R. & N. Co. and Union Pacific Company, covering a private road crossing on the Joseph Branch of the railroad, near Wallowa, located on the Worst Corner-Wallowa Section.

The proposed agreement was handed to me for examination before being presented to the Highway Commission for signature, but no one in this office seems to have any definite information regarding any application having been made for the crossing.

The title sheet on the plans for the project shows a gravel deposit opposite Station 47+00, and I assume that the crossing is needed for the acquisition of materials from that source. In a telephone conversation with Mr. Bicknore, today, he stated that he had no knowledge of the matter and assumed that in all likelihood an application had been made by Wallowa County as the County has acquired the rights of way for the project. I understand that in accordance with my conversation with Mr. Bicknore, an investigation of the situation will be made.

It is requested that in advising further you give careful consideration to the conditions in the agreement with particular reference to (a) the responsibilities which would be assumed by the State Highway Commission, (b) the expense involved in connection with the crossing (c) the requirement that all vehicles come to a full stop before crossing the track, and (d) the limited time covered by the agreement. If the gravel deposit is a permanent site for the acquisition of materials, it would seem that the County should give consideration to the securing of a permanent crossing for future use, rather than the limited one now covered.

Kindly return the forms of agreement with Mr. Callahan's letter direct to my attention, when you advise further regarding the matter.

Mr. Bicknore advised me that you now are back at your desk at the office, which is something I had not known. This is indeed good news and I express my sincere wishes for your continued well-being.

Very truly yours,

JWD:RN
ENCL.
cc: Mr. Forrest Cooper

J. W. DeSOUZA
Assistant Counsel

FORM 3505

UNION PACIFIC RAILROAD COMPANY

[illegible] MANAGER
[illegible] TAX AGENT
P. M. HOYT
[illegible] ASSIST

[illegible]

[illegible], State Highway Department
Salem, Oregon

Attention Mr. A. F. Darcon

[illegible] sheets in duplicate
[illegible] right of way and
[illegible] Mr Joseph Bra[illegible]
[illegible], Oregon).

Will you please arrange for execution on the part of the State Highway Commission, having same [illegible] to [illegible], [illegible] this office for [illegible].

Very truly yours,

[signature]

[illegible]

NOTED
E. G. BICKMORE

NOTED
A. F. PARSON

August 30, 1955

Union Pacific Railroad Company
Property Department
Pittock Block
Portland 5, Oregon

Dear Sir:

Attention: D. J. Callahan

Please refer to your letter of August 2, 1955, your file No. 19356; this having to do with temporary road crossing over your right of way and track near M. P. 57.12_ Joseph Branch.

A day or so ago we checked with our Resident Engineer and found that our contractor expects to use the requested crossing. It will be constructed, however, by [illegible] will make up and install by this office prior regular permit form.

[illegible] obtaining authorization to cross the railroad property under his lease agreement, your file No. [illegible].

Very truly yours,

A. F. Parson
Division Engineer

by

J. E. Cannon
Office Engineer

CEC:ee
cc - C. H. Hall

FORM 6 3- 2-54 6 81 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Enterprise, Oregon
August 17, 1955

SUBJECT

To:

Mr. A.E. Parson
Division Engineer
La Grande, Oregon

Dear Mr. Parson:

Enclosed you will find three (3) copies of a letter addressed to you authorizing the Oregon State Highway Department to use a temporary road crossing in conjunction with the [illegible] road project contracted for thereon.

Very Truly Yours,

encl.

Wallowa, Oregon
August 19, 1955

Re: UPRR Agreement Dept.
File No. 19856

Mr. A.J. Person
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

Dear Mr. Person:

This letter will authorize the Oregon State Highway Department to build and use a temporary road crossing the Union Pacific Railroad right of way at M.P. 57.12 on the Joseph Branch line.

The railroad property is under lease to me for agricultural purposes under agreement Department File No. 19856.

The time limit on this agreement will not extend beyond [illegible]

Very Truly Yours,

H. H. Gillespie
Mr. H. Gillespie

Mr. H.H. Gillespie
Wallowa, Oregon.

FORM

UNION PACIFIC RAILROAD COMPANY

[illegible] DEPARTMENT

NOTED
A. F. PARSON

See letter of application for

[illegible]

[illegible]

[illegible]

[illegible]

Union Pacific Railroad Co.
[illegible]

Attention: William Hodge

VOID
L. F. PARSON

Dear Mr. Hodge:

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Division Engineer

by

[illegible]
Office Assistant

FDC:fs

existing farm crossing
highway station [illegible]
railroad station [illegible]
railroad milepost [illegible]
highway right-of-way width, 100'

proposed head road crossing
~~Right-of-way~~ station [illegible]
railroad station [illegible]
railroad milepost [illegible]
railroad right-of-way width, 100'

6-8-44
Please advised that application is being made for Jump King. Requested Lease $ amt $/50 in auth. for State

RECEIVED
FEB 20 1956
FOR FILING

FORM E-30X—37,500—2-55—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1956

SUBJECT: Union Pacific Railroad Agreement
Werst Corner-Wallowa Section
Wallowa County Road

To:

Mr. J. W. DeSouza
Assistant Counsel

O F F I C E

NOTED
W. C. WILLIAMS

In October 1955 we obtained from Union Pacific Railroad Company a private road crossing agreement. This agreement permitted our contractor on the Werst Corner-Wallowa Section, Wallowa County Road, to haul road building material across the railroad right-of-way.

Because of adverse weather conditions, the contractor was unable to complete the work that required hauling across the crossing and it now appears that this railroad agreement should be extended to July 31, 1956. Attached is a letter from Mr. H. H. Gillespie, lessee of a portion of the railroad right-of-way. This letter states his concurrence in this time extension.

Will you please secure such time extension and advise this office.

L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:ep

Attach.

cc - Mr. W. C. Williams

RECEIVED
FEB 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Wallowa, Oregon
January 21, 1956

Mr. A.F. Parson
Division Engineer
Oregon State Highway Dept.
La Grande, Oregon

Re: UPRR Agreement Dept.
File No. 19356

Dear Mr. Parson:

This letter will authorize the Oregon State Highway Department to build and use a temporary road crossing the Union Pacific Railroad right of way at M.P. 87.12 on the Joseph Branch line.

The railroad property is under lease to me for agricultural purposes under Agreement Department File No. 19356.

The time limit on this agreement will not extend beyond ~~xxxxxx~~ July 31, 1956.

Very Truly Yours,

H. H. Gillespie
H. H. Gillespie

Mr. E.H. Gillespie
Wallowa, Oregon

cc

RECEIVED
DEC 21 1955
FOR FILING

FORM E-30X—50,000—10-54—78484
E 3.2(1)
4494

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1955

SUBJECT: Werst Corner-Wallowa
Wallowa County
Contract No. 4494

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

W. C. WILLIAMS

Reference is made to Laboratory Report Nos. 381070 and 381071, dated December 13, 1955 showing 76½ and 78½% crushed material, in the 3/4"-0 crushed gravel. This material should be manufactured from gravel, all of which shall be retained on a screen having 3/4-inch square openings.

Will you please instruct the resident engineer to inform the contractor that the top course material must be manufactured from material that is larger than 3/4-inch.

Also, please have him mark his corrected samples such that it is clear that they represent improved material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 1955
FOR FILING

FORM E-30X—50,000—10-54—78484
3-13(1)
4494

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1955

SUBJECT: Werst Corner-Wallowa
Wallowa County
Contract No. 4494

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

W. C. WILLIAMS

Reference is made to Laboratory Reports 380543 and 380544, dated November 29, 1955, showing an excess of 7% retained on the 3/8-inch screen for the 3/4"-0 top course surfacing being produced under the above contract.

Will you please instruct the resident engineer to have the contractor adjust his plant operations so as to fulfill the requirements of gradation, as set forth on page 11 of the special provisions.

Also, please have him mark his samples submitted after corrective action so that it is clear that they represent corrected material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

CPA-1798

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Wallowa
Project No. S-203(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 23rd day of Sept., 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 4th day of May, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 3.366 miles of grading, drainage and 2-lane low type surfacing,
(Character of work)

between FA Route 7 approximately 2.5 miles northwest of Wallowa and FA Route 7 in Wallowa,
(Control points)

consisting of 3.366 miles of roadway and NO (Number) bridges. [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of forty-seven thousand, two hundred and 00/100 dollars ($47,200.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is seventy-six thousand, three hundred twenty and 20/100 dollars ($76,320.20).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

By _____
Member, State Highway Commission
(Title)

STATE HIGHWAY ENGINEER

Attest _____
Ass't. SECRETARY

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer, Bureau of Public Roads

—33205

RECEIVED
SEP 9 19
OREGON

Oregon State Highway Department

Federal Aid Secondary
Project No. S-203(1)

MERST CORNER-WALLOWA SECTION OF THE MERST

CORNER-WALLOWA ROAD IN WALLOWA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 8, 1955

Type Code 2010
Roadway (Sta. 0+12 to Sta. 179+32) (Contract No. 4494)

All Required	Clearing and Grubbing	$	$ 2,500.00
200 cu. yds.	Drainage Excavation, Unclassified	3.00	600.00
20,000 cu. yds.	Special Borrow Excavation, Unclassified	0.35	7,000.00
5,500 cu. yds.	General Excavation, Unclassified	0.45	2,475.00
3,500 yd. sta.	Short Overhaul	0.02	70.00
10 C-yd.sta.	Long Overhaul	1.00	10.00
25,000 yd. mile	Truck Haul	0.20	5,000.00
3.37 Miles	Finishing Roadbed and Slopes	500.00	1,685.00
270 lin. ft.	12-inch Corrugated Metal Pipe	3.25	877.50
80 lin. ft.	15-inch Corrugated Metal Pipe	4.50	360.00
290 lin. ft.	18-inch Corrugated Metal Pipe	5.00	1,450.00
190 lin. ft.	24-inch Corrugated Metal Pipe	6.75	1,282.50
100 lin. ft.	36-inch Corrugated Metal Pipe	10.50	1,050.00
90 lin. ft.	18-inch Arch-Type Corrugated Metal Pipe	5.00	450.00
14 lin. ft.	43-inch Arch-Type Corrugated Metal Pipe	15.00	210.00
14 lin. ft.	65-inch Arch-Type Corrugated Metal Pipe	30.00	420.00
60 lin. ft.	18-inch Corrugated Metal Siphon Pipe	6.50	390.00
60 lin. ft.	24-inch Corrugated Metal Siphon Pipe	8.50	510.00
16 cu. yds.	Concrete End Basins	75.00	1,200.00
46 lin. ft.	Salvaging Culvert Pipe	5.00	230.00
13,000 cu. yds.	Selected Roadbed Topping	0.45	5,850.00
17,000 yd. mi.	Hauling Roadbed Topping	0.20	3,400.00
12,500 cu. yds.	Crusher-run Material in Surfacing	1.60	20,000.00
5,500 cu. yds.	3/4" - 0 Material in Surfacing	1.89	10,962.00
700 M-Gals.	Sprinkling	2.00	1,400.00
	Subtotal		$69,382.00
	10% Engr. & Cont.		6,938.20
	Total		$76,320.20

Length of Roadway 3.366 Miles
Length of 2 Structures 0.028 Mile (Exceptions)
Total Length 3.394 Miles
Cost of Roadway per Mile $22,673.85

Federal Funds	$47,200.00
State Funds	14,560.10
County Funds	14,560.10
	$76,320.20

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939

Note: Necessary Funds have been deposited by Wallowa County with the Highway Department.

RECEIVED
SEP 14 1955
FOR FILING

S-203(1)
4471

September 13, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 8, 1955 on Contract No. 4494, Worst Corner-Wallowa Section, in Wallowa County, in connection with Federal Aid Project No. S-203(1).

Very truly yours,

E. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:bb

RECEIVED
AUG 10 1955
FOR FILING

S-2.3 (1)
4/4 14

August 9, 1955

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4494 awarded to you by the State Highway Commission, for grading and surfacing on the Werst Corner-Wallowa Section of the Werst Corner-Wallowa Road in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 25 1955
FOR FILING

FORM ESO 70M—10-54—73495
S-203(1)
4477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1955

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

NOTED
W. C. WILLIAMS

L

We have received Wallowa County's advance deposit of $15,700 in connection with the Werst Corner-Wallowa section of FAS 491. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
JUL 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1955
FOR FILING

4494

July 22, 1955

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Dear Mr. Meisel:

The State Highway Commission on June 30, 1955, accepted your proposal for grading and surfacing Wenst Corner-Wallowa Section, Wallowa County, for the sum of $69,382.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4494.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ig

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.,
2418 Third Ave.,
Seattle 1, Wash.
Att'n Dorothy McCormack

RECEIVED
JUL 5 - 1955
FOR FILING

- 2031
1112-11

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent at the telegram rate

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 22, 1955
9:06 a.m.

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Contract for grading and surfacing Worst Corner-Wallowa Section, Wallowa County for which you submitted low bid on June 30, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

RECEIVED
JUL 5 - 1955
FOR FILING

D 203(1)
4494

July 5, 1955

County Court of Wallowa County
Court House
Enterprise, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Wallowa County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Wallowa County covering the Went Corner-Wallowa Section of FAS 491.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
JUL 6 - 1955
FOR FILING

S 203(1)
4494

Salem, Oregon
July 5, 1955

Mr. John W. Cattrall
City & County Relations Dept.
B U I L D I N G

Dear Mr. Cattrall:

Attached are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Wallowa County covering the Werst Corner-Wallowa Section of FAS 491.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Wallowa County.

Very truly yours

Secretary

VM
Attach: 5

RECEIVED
APR 12 1955
FOR FILING

S-2030(1)
1477
#154 Wallowa

COPY

file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

Dear Sir:

In regard to Assignment #5754, request of Wallowa County that the Werst Corner-Wallowa project be let in June and the balance of their money placed on the Scotch Creek-Joseph Section in July, will be carried out.

We had hoped to let the Wallowa Lake Lodge-Powerhouse Section at the same time as the Scotch Creek-Joseph Section as it might effect some saving, but I think we had better go ahead and let it in June as planned as the season is frequently quite short at the head of the lake.

Very truly yours,

(sgd) H. G. Smith

H. G. Smith
Construction Engineer

HGS:AR

(Original referred to Mr Smith with notation - Wallowa Lake - Powerhouse Section non-scheduled for May letting")

FORM E-30 3SM 9-51 55515

ASSIGNMENT

EPA

Date: March 25, 1955 No. 5754 By [illegible]

Description: Letter of March 23 by John F. Hagemann, stating that the Wallowa County Judge has requested that the Werst Corner-Wallowa project take priority over the Scotch Creek-Joseph Section (FAS Projects).

Acknowledged by____ Referred to Smith

__ Investigate and report with recommendation
XX Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr._____
__ Contact correspondent and report

Remarks:

Executed 3-28-55 Report Received_____

DEPARTMENT
ONDENCE

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Corner-Wallowa Section of
on of FAS 497, Wallowa
uction with fiscal year

requested that the Werst
the Scotch Creek-Joseph
letting. The Scotch
ed to fit the balance of
up for bid at the next
ons resulting from recent
udget so that the county
money until after July 1,

PLEASE RETURN TO
W. C. WILLIAMS

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: H. G. Smith
V. G. O'Neil
Frank Hall

RECEIVED
MAR 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 52218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESRONDENCE

Salem, Oregon
March 23, 1955

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

NOTED
W. C. WILLIAMS

Reference is made to the Werst Corner-Wallowa Section of FAS 491 and the Scotch Creek-Joseph Section of FAS 497, Wallowa County FAS projects programmed for construction with fiscal year 1956 FAS funds.

Wallowa County Judge Erwin has requested that the Werst Corner-Wallowa project take priority over the Scotch Creek-Joseph project and be put up for bid at the June letting. The Scotch Creek-Joseph project could then be adjusted to fit the balance of funds available to Wallowa County and put up for bid at the next letting after June. Snow removal operations resulting from recent snowfall has depleted the county's road budget so that the county will be unable to furnish required match money until after July 1, 1955.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: H. G. Smith
V. G. O'Neil
Frank Hall

RECEIVED
MAR 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

F-320(6) Walker Mt. Rd.-Lenz Rd. Unit, 1955
Lapine-Lenz Rd. Sec., The Dalles-
#4495 California Hwy.

RECEIVED
JUL 18 1957
FOR FILING

F 320(6)
44-25

33-35

July 15, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your revised estimate dated June 21, 1957, to include work performed by the Western Union Company on the Walker Mountain Road-Lems Road Section, Project No. F-320(6), you show cost of Western Union work as $4,094.56, whereas Western Union letter dated September 19, 1955 shows detail estimate amounting to $598.00 net cost.

Before approving the revised estimate and work by the Western Union, we will need a revised estimate and sketch showing the reason for such a large increase in the work performed over what was originally contemplated.

Very truly yours,

C. C. FOLK
Division Engineer

Referred to Gardner 7/18/57

NOTED
U. S. P[illegible]

-2-

RECEIVED
1957
FOR FILING
4485

FINAL COST ANALYSIS

Walker Rd. Road-Lenz Road Section — The Dalles-California Highway — April 19, 1957
Contract No. 4485 — Rogers Construction, Inc., Contractor — Prefix: 18-1068
A. A. Fossen, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing and Grubbing	All				$ 11,135.00	$ 20,000.00
*Drainage Exc., Unclass.	250.89	Cu. Yds.	$ 1.50	$ 1.50	376.34	376.34
*Gen. Exc., Unclass.	159,350.9	Cu. Yds.	0.18	0.17	27,089.65	28,683.16
*Short Overhaul	612,900.1	Yd. Sta.	0.01	0.01	6,127.00	6,127.00
*Long Overhaul	12,881.9	C-yd. Sta.	0.30	0.30	3,864.57	3,864.57
*Fin. R/B and Slopes	6.55	Miles	400.00	400.00	2,620.00	2,620.00
*Rounding Cutbanks	807	Lin. Ft.	0.10	0.10	80.70	80.70
*18" Corr. Metal Pipe	1,352	Lin. Ft.	3.25	3.25	4,394.00	4,394.00
*Metal Guard Rail	1,168.5	Lin. Ft.	2.00	2.00	2,337.00	2,337.00
*Metal Sight Post	400	Each	2.00	2.00	800.00	800.00
*1½" Elec. Conduit	300	Lin. Ft.	1.50	1.50	450.00	450.00
2½"-0 Cinders in Base	38,759	Cu. Yds.	1.20	1.19	46,206.59	46,510.80
3/4"-0 Cinders in Base	30,113	Cu. Yds.	1.20	1.27	38,337.38	36,135.60
***Sprinkling	3,042.01	M/gals.	2.00	1.75	5,323.51	6,084.02
**Prep. of Base	6.51	Miles	100.00	100.00	651.00	651.00
**3/4"-0 in Binder Course	1,220	Cu. Yds.	2.50	2.50	3,050.00	3,050.00
**RC-3 Asphalt	139.18	Tons	44.00	44.00	6,123.92	6,123.92
**Asph. Conc. Mixture	25,909.29	Tons	4.00	4.00	103,637.16	103,637.16
**85-100 Asph. in Mixture	4,205.19	Tons	32.50	32.50	136,668.68	136,668.68
**Extra for Asph. Concrete Approaches	13	Each	30.00	30.00	390.00	390.00
**150-200 Asph. in Shoulder Oiling	137.34	Tons	42.00	42.00	5,768.28	5,768.28
**Agg. in Shoulder Oiling	2,816	Cu. Yds.	2.50	2.50	7,040.00	7,040.00
**PA #1 121-150 Asph. in Mixture	134.05	Tons	32.50	32.50	4,356.63	4,356.63
*PA #3 Extra Clearing	100%				1,000.00	1,000.00
**PA #4 RS-1 Asph. in Tack Coat	35.56	Tons	52.00	52.00	1,849.12	1,849.12

ERNEST COOPER

Contract No. 4495

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**PA #5 SS-2 Asph. in Seal Coat	21.98	Tons	$ 52.00	$ 52.00	$ 1,153.95	$ 1,153.95
*PA #6 Extra Clearing for Exc.	100%				750.00	750.00
PA #7 Agg. in Stockpile	1,615.6	Cu. Yds.	1.50	1.186	1,917.47	2,423.40
PA #7 Screen Rejects	3,984.4	Cu. Yds.	0.25			996.10
PA #8 Pur. Excess Guard Rail Fittings & End Sect.	831	Lin. Ft.	1.15	1.15	955.65	955.65
PA #8 Pur. Excess Guard Rail Post	66	Each	6.00	6.00	396.00	396.00
Force Account (State Share Flagging)					3,579.81	3,579.81
					$428,429.41	$439,252.89

* Work Done All or Part By Shirley Stone

** Work Done All or Part By Babler Bros, Inc.

*** Work Done All or Part by W. A. Anderson

Gross Revenue	$439,252.89
Total Cost	428,429.41
Net Profit	$ 10,823.48

Net Profit Equals 2.4% of Gross Revenue

Rogers Construction, Inc.

DETAIL OF COST

Labor:						
Labor and Supervision					$ 32,846.98	
Labor Insurance					2,666.39	
Health and Welfare					1,431.11	
						$ 36,944.48
Materials:						
18" Corr. Metal Pipe	1,352	Lin. Ft.	At	$2.69	$ 3,636.88	
18" Corr. Metal Bands	59	Bands	"	2.69	158.71	
Metal Sight Posts	400		"	1.20	480.00	
Metal Guard Rail	1,999.5	Lin. Ft.	"	1.40	2,799.30	
						$ 7,074.89
Equipment Rentals and Misc. Supplies:						
Equipment Rentals (Owned)					$ 39,625.69	
Hired Trucks					6,716.67	
Gas, Oil, and Grease					9,819.47	
Cartage and Freight					2,917.70	
Small Tools and Misc. Supplies					1,217.61	
Bond					3,294.40	
Home Office and General Overhead					3,539.29	
						$ 67,129.83
Paid to Shirley Stone (Clearing, Grading, Pipe, Etc.)						56,568.38
Paid to W. A. Anderson (Hauling Water)						5,323.51
Paid to Babler Bros., Inc. (Paving and Oiling)						255,333.32
T O T A L C O S T						$428,429.41

BREAKDOWN OF CRUSHING COST BUCKEYE BUTTE PIT

	Cost	Quantity	Unit	Unit Cost
Move In and Set Up (Two Set Ups)	$12,682.55	131,017	Cu. Yds.	$0.096
Feed Crusher	15,993.96	131,017	Cu. Yds.	0.122
Crushing	29,165.90	131,017	Cu. Yds.	0.222
Stockpiling at Crusher	8,670.44	131,017	Cu. Yds.	0.066
	$66,512.85	131,017	Cu. Yds.	$0.506

The crushing plant operated 652.5 hours for an average production of 201 cubic yards per working hour.

Remarks:

This was a "Federal Aid Project" for the construction of 6.63 miles of highway roadbed, construction of 6.63 miles of cinder base and the construction of 14.27 miles of asphaltic concrete pavement. The project was bid July 31, 1955, work started August 15, 1955, and the project was completed July 19, 1956.

Clearing and grubbing started August 15, 1955, using a D-8 cat and brush dozer. Most of the clearing was pushed into piles, then burned later due to the fire season. Grading started September 12, 1955 and continued until November 20, 1955 when snow caused the winter shutdown. Grading and placing of crushed cinders started again April 9, 1956.

All crushed material that was used on this project was crushed from Buckeye Butte pit at the same time that the contractor crushed out the material used on Contract No. 4200.

Babler Bros., after finishing paving on Contract No. 4200, started paving on this project and paved until October 15, 1955. The paving plants were then moved to Portland for the winter. Paving was started again May 28, 1956 and all paving and oiling completed June 30, 1956.

The contractor, having low bid prices, realized only a small profit from this project.

M. N. Juve,
Chief Cost Analyst

By

K. T. Wechter

F-320 (6)
4495

OREGON STATE HIGHWAY DEPARTMENT

(date)
September 14, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4495	9-Final	Rogers Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19920	H-161076	$ 13,176.42	9/14/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: None

Completion Date: July 19, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-17-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 17 1956
Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 6 1956
FOR FILING

F-3211 (2)

4495

September 5, 1956

CERTIFIED MAIL

The Fidelity & Casualty Company
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4495 for work performed on the Walker Mountain Road-Lens Road Unit, Lapine-Lens Road Section of The Dalles-California Highway in Klamath County was completed by the contractor, Rogers Construction, Inc., on July 19, 1956 and was formally accepted by the Highway Commission on August 16, 1956.

Final payment in the amount of $13,176.42 will be released to the contractor on or after September 15, 1956. The total contract amount is $439,252.89, of which amount $3,579.81 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U.S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 23 1956
FOR FILING

F 320 (4)

4495

August 27, 1956

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction, Inc. on contract No. 4495, covering the Walker Mountain Road-Lems Road Unit, Lapine-Lems Road Section of The Dalles-California Highway in Klamath County. This payment, in the amount of $25,859.94, will be released to the contractor on or after September 6, 1956. The retained percentage is $13,177.62.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—1-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Sheet 1 4495

Walker Mtn. Road - Lenz Road

Section LaPine - Lenz Road

Highway The Dalles - California

Contractor Rogers Construction Inc

Date of contract July 25, 1955

Date work started August 15, 1955

Project authorization . . . . . $ 522,478.15

Exclusive of Engineering . . . . . $ 483,324.15

Estimated cost of completed project, exclusive of engineering . . That part completed . . . . . $ 448,449.49

Estimated per cent overrun or underrun . . . . . Underrun . . . . . 7.60 %

Per cent of contract completed, based on total contract price . . . . . 92.40 %

Engineering authorization . . . . . $ 37,154.00

Engineering cost to date $ 31,007.06, 83.46 %

For Week Ending August 4, 1956

Kind of work Grading and Paving

Section prefix 18-1068

Contract number 4495

Date of completion ~~Sept.~~ July 31, 1956

Estimated date of completion July 19, 1956

Per cent of time elapsed 370/373 %

Date project was completed July 19, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Clearing work and the crushing of surfacing materials started on August 15 1955.

Crushing work completed October 20. Clearing work completed on November 10 but some of the burning of piles will await spring 1956.

Grading work started on September 14 continuing until wintry weather set in on Nov 14.

Placing of base surfacing material started Monday September 26 and continued to November 3.

Paving operations starting at the southerly end of the project Station 1643+70 got underway October 7 and the base course was laid northerly to Station 1176,1432, ~~xxxxxxxx~~ also from Station 1228 northerly to Station 1176. With colder weather setting in paving was halted on October 14 and the base was given a treatment of asphalt sealing mixture .

All work suspended from November 15 until April 9, 1956 due to a long winter. Grading work began again on April 9 and was completed May 14, and the burning of piles left over thru the winter was completed on May 25. Surfacing work started again on May 21 and completed May 31 (except for shoulder material.

(see sheet 2)

NOTED R. D. ASBURRY

Signed [signature] Resident Engineer

Address Box 151, Bend, Oregon

NOTED L. H. WOLFE

NOTED L. H. Young

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 28073

M. N. Juve

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.55	6.55		14.20	14.20
Miles partially completed					
Miles completed	6.55	6.55		14.20	14.20
Total estimated quantities (contract)	152,000	77,000		Asph 680 T Ag 6,350 cy	4,000 T 27,000 T
Total quantities corrected to date					
Semi-Final Estimated quantities moved or placed to date	159,350.9	68872	Ag 1615.6 cy Rej 3984.4 C.A 831 Post 66	Asph 33416 Ag 4036	4339.24 T 25,909.29 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Warm		
Tuesday	Lt.Clouds - Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

Form E-1—10M—1-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

Sheet #2

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending ....., 19.....

Section ..... Kind of work .....

Highway ..... Section prefix .....

Contractor ..... Contract number .....

Date of contract ....., 19..... Date of completion ....., 19.....

Date work started ....., 19..... Estimated date of completion ....., 19.....

Project authorization . . . . . $..... Per cent of time elapsed .....%
Exclusive of Engineering . . . . . $.....

Estimated cost of completed project, exclusive of engineering . . . . . $.....

Estimated per cent overrun or underrun . . . .%

Per cent of contract completed, based on total contract price . . . .%
Engineering authorization . . . . . $.....

Engineering cost to date $....., ...% Date project was completed ....., 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Paving operations resumed on May 29 and was completed on June 28. Placing of the oiled shoulders completed July 3.

Placing of the guard rail at the Chemult overcrossing started on July 2 and was completed July 18. Placing of sight posts completed July 13. Final cleanup completed July 19 1956.

Semi-final estimate submitted to the BEND Division office on July 31 1956.

Final report.

NOTED
V. D. WOLFE

Signed A. A. Jensen

Address 24151 - Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 30073

RECEIVED
JUL 25 1956
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F-320(6)

1495

July 23, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 19, 1956 on Contract No. 1495, Walker Mountain Road-Lens Road Unit, Lapine-Local Road Section, in Klamath County, in connection with Federal Aid Project No. F-320(6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. G. Williams
Deputy State Highway Engineer

WGW:bb

cc: John Cockerill

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FORM B30—2016—11-55—80284

F 3: 61
4495

NOTE:
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
June 13, 1956

SUBJECT: Walker Mtn. Road - Lenz Road
The Dalles-California Hwy.
Contract No. 4495

To: Mr. Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Referring to excess passing the 3/4" screen in the 1¼"-3/4" being produced on the Walker Mountain Road - Lenz Road Section of The Dalles-California Highway. The Resident Engineer's screens are the new U. S. Standard.

It seems the main difficulty between our Resident Engineer and the Laboratory was in the method of sampling. Our Resident Engineer and the Laboratory, after considerable controversy between them, are now in accord, and the Laboratory has informed Mr. Fossen that the sizes produced are acceptable.

DEAN SWIFT
Division Engineer

DS:me
cc: Mr. W. C. Williams
Mr. Ray Webber

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JUN 14 1956
OREGON
STATE HIGHWAY COMMISSION

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BND ADM CON 1XX26 6-13 900AM

DEAN SWIFT
COPY TO W. C. WILLIAMS

RE WALKER MOUNTAIN - LENZ ROAD, THE DALLES - CALIFORNIA HIGHWAY. IN ANSWER TO YOUR INQUIRY RE SEALING OF SUBJECT JOB ADVISE THAT NO SEAL SHOULD BE APPLIED.

L. N. YOUNG

BND DID U COPY CA
ADM DID U COPY CA OK THANK YOU

BND DID U COPY CA

END/DS

NOTED
W.C. WILLIAMS

NVTTTTNTTTT

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4-1-5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12th, 1956

SUBJECT: Walker Mt.-Lenz Road

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

On Contract #4495, paving of the Walker Mt.-Lenz Road Unit (Rogers Construction Co.), the contract called for sealing of the pavement using 150-200 asphalt and cinder aggregate. The cost of this work was slightly in excess of $18,000.

It is Swift's recommendation, in which I concur, that the seal be left off of this job at least the first year. Permeability tests have been taken, none of which showed any loss of water which would indicate that the pavement is not porous and as the project is being completed fairly early in the season, it will doubtless be even tighter by fall. The type of seal specified on this job has not proved satisfactory and if we do seal, we should use our emulsion type seal. However, as indicated above, I do not believe this is necessary.

While it has little bearing on the matter, the job is showing an overrun due to the fact that it had been necessary to use extra asphalt. The saving made in the seal would, of course, act as an offset in the contract authorization against the asphalt overrun.

Will you please advise.

Yours advised to eliminate seal
WCW

Forrest Cooper
Construction Engineer

FC:AR

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JUN 12 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form PR 2 (Revised 1950)

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MAY 1 - 1956
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F-320(6)
4495

State Oregon

Project No. F-320(6)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPM8-1985

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of April, 1956,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of May, 1955, a program, which was approved on the 13th day of June, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 14th day of June, 1955, and the sum of three hundred seventy-six thousand and 00/100

dollars ($376,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

-FUNDS AT HE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between stations 530+00 and 1643+70 north of Chemult and south of Beaver Marsh,

, length 14.285 miles, in Klamath County, being Oregon project No. F-320(6), consisting of 14.224 miles of roadway and one bridge of more than 20 feet clear span, 0.061 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred seventy-six thousand and 00/100 dollars ($376,000.00), which does not exceed the authorized Federal pro rata share of six hundred seven thousand, seven hundred fifty-two and 20/100 dollars ($607,752.20), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

By _____
Member, State Highway Commission
(Title of officer)

By Chas H Rigmeads
Member, State Highway Commission
(Title of officer)

By W. McLean
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-6

A4.62

Oregon State Highway Department

Federal Aid
Project No. F-320(6)

BALDER MOUNTAIN ROAD—LEVEL ROAD SECTION

OF THE DALLES—CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Feb. 27, 1956

Type Code 6201
2 Lane Roadway (Sta. 530+00 to Sta. 670+50)(Sta. 1030+00 to Sta. 1200+00)
(Sta. 1260+00 to Sta. 1343+70) (Contract No. 425)

All Required	Clearing and Grubbing (90%)	$		$ 13,000.00
120 cu. yds.	Drainage Excavation, Unclassified	1.50		180.00
145,400 cu. yds.	General Excavation, Unclassified	0.18		26,172.00
501,000 yd. sta.	Short Overhaul	0.01		5,010.00
14,100 C-yd.sta.	Long Overhaul	0.30		4,230.00
5.04 miles	Finishing Roadbed and Slopes	400.00		2,416.00
1,300 lin. ft.	Rounding Cutbanks	0.10		130.00
1,000 lin. ft.	18-inch Corrugated Metal Pipe	3.25		3,250.00
2,000 lin. ft.	Metal Guard Rail	2.00		4,000.00
380 only	Metal Sight Posts	2.00		760.00
40,000 cu. yds.	2" - 0 Cinders in Base	1.20		48,000.00
30,600 cu. yds.	3/4" - 0 Cinders in Base	1.20		36,720.00
1,840 M-gal.	Sprinkling	2.00		3,680.00
6.04 miles	Preparation of Base	100.00		604.00
780 cu. yds.	3/4" - 0 Cinders in Binder Course	2.50		1,950.00
120 tons	RC-3 Asphalt	44.00		5,280.00
90 tons	200-300 Asphalt in Tack Coat	42.00		3,780.00
24,600 tons	Asphaltic Concrete Mixture	4.00		98,400.00
3,440 tons	85-100 Asphalt in Mixture	32.50		118,300.00
12 only	Extra for Asphaltic Concrete Approaches	30.00		360.00
250 tons	150-200 Asphalt in Pavement Seal	42.00		10,500.00
2,660 cu. yds.	Aggregate in Pavement Seal	2.50		6,650.00
150 tons	150-200 Asphalt in Shoulder Oiling	42.00		6,300.00
2,340 cu. yds.	Aggregate in Shoulder Oiling	2.50		5,850.00
				$410,522.00

Type Code 6201
2 Lane Roadway (Sta. 644+50 to Sta. 665+06.46)(Sta. 748+30.28 to Sta. 749+25)
(Contract No. 453)

10,000 cu. yds.	General Excavation, Unclassified	$0.40	$ 4,000.00
			$ 4,000.00

Subtotal	$414,522.00
10% Engr. & Cont.	41,452.20
Total	$455,974.20

Length of Roadway 13.637 Miles
Cost of Roadway Per Mile $33,436.54

Type Code 6201
4 Lane Roadway (Sta. 1209+00 to Sta. 1240+00)(Contract No. 445)

All Required	Clearing and Grubbing (10%)	$	$ 2,000.00

60 cu. yds.	Drainage Excavation, Unclassified	$1.50	$	90.00
6,600 cu. yds.	General Excavation, Unclassified	0.18		1,188.00
55,000 yd. sta.	Short Overhaul	0.01		550.00
400 C-yd.sta.	Long Overhaul	0.30		120.00
0.59 mile	Finishing Roadbed and Slopes	400.00		236.00
500 lin. ft.	18-inch Corrugated Metal Pipe	3.25		1,625.00
20 only	Metal Sight Posts	2.00		40.00
300 lin. ft.	1½" Electrical Conduit	1.50		450.00
4,000 cu. yds.	2½" - 0 Cinders in Base	1.20		4,800.00
2,400 cu. yds.	3/4" - 0 Cinders in Base	1.20		2,880.00
160 M-gal.	Sprinkling	2.00		320.00
0.59 mile	Preparation of Base	100.00		59.00
170 cu. yds.	3/4" - 0 Cinders in Binder Course	2.50		425.00
30 tons	RC-3 Asphalt	44.00		1,320.00
10 tons	200-300 Asphalt in Tack Coat	42.00		420.00
2,400 tons	Asphaltic Concrete Mixture	4.00		9,600.00
360 tons	85-100 Asphalt in Mixture	32.50		11,700.00
2 only	Extra for Asphaltic Concrete Approaches	30.00		60.00
20 tons	150-200 Asphalt in Pavement Seal	42.00		840.00
240 cu. yds.	Aggregates in Pavement Seal	2.50		600.00
10 tons	150-200 Asphalt in Shoulder Oiling	42.00		420.00
160 cu. yds.	Aggregates in Shoulder Oiling	2.50		400.00
		Subtotal		$ 40,113.00
		10% Engr. & Cont.		4,014.30
		Total		$ 44,157.30

Length of Roadway 0.537 Mile
Cost of Roadway Per Mile $75,225.30

Type Code X131
Chemult Overcrossing (Sta. 645+06.46 to Sta. 648+30.21)(Contract No. 4523)

820 cu. yds.	Structural Excavation	06.00	$	4,920.00
15 cu. yds.	Excavation Below Elevation Shown	20.00		300.00
850 cu. yds.	Class "A" Concrete	63.00		53,550.00
186,000 lbs.	Metal Reinforcement	0.115		21,390.00
All Required	Structural Steel			12,500.00
25 lin. ft.	8-inch Metal Drain Pipe	3.00		75.00
All Required	Remove Old Overcrossing			5,000.00
				$ 97,735.00
All Required	Work by Southern Pacific Co.			2,202.00
				$ 99,937.00
	Less Estimated Payment by S.P. Co. for Removal of Existing Structure			2,100.00
		Subtotal		$ 97,837.00
		10% Engr. & Cont.		9,783.70
		Total		$107,620.70

Length of Structure 0.061 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$455,974.20	$282,899.00	$173,075.20
4 Lane Roadway	44,157.30	27,319.00	16,838.30
Structure	107,620.70	66,532.00	41,088.70
	$607,752.20	$376,000.00	$231,752.20

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

WALKER MOUNTAIN ROAD-E.Z. ROAD SECTION

PROJECT NO. F-320( )

Summary of Work to be Done by Southern Pacific Company.

Signal Line Work	$ 2,553.00
Freight	74.00
Material Handling Charge	70.00
	$ 2,702.00
Less Salvage (Signal Equipment)	- 500.00
	$ 2,202.00

Oregon State Highway Department

Federal Aid Project
No. F-320(6)

WALKER MOUNTAIN ROAD-LENZ ROAD SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 14, 1955

Type Code 6201
2-lane Roadway (Sta. 530+00 to Sta. 670+50)(Sta. 1030+00 to Sta. 1209+00)(Sta. 1240+00 to Sta. 1643+70)

All Required	Clearing and Grubbing (90%)		$ 18,000.00
120 cu.yd.	Drainage Excavation, Unclassified	$ 2.50	300.00
145,400 cu.yd.	General Excavation, Unclassified	0.22	31,988.00
501,000 yd.sta.	Short Overhaul	0.015	7,515.00
14,100 C-yd.sta.	Long Overhaul	0.40	5,640.00
6.04 miles	Finishing Roadbed and Slopes	500.00	3,020.00
1,300 lin.ft.	Rounding Cutbanks	0.20	260.00
1,000 lin.ft.	18-inch Corrugated Metal Pipe	3.50	3,500.00
2,000 lin.ft.	Metal Guard Rail	2.50	5,000.00
380 only	Metal Sight Posts	2.50	950.00
40,000 cu.yd.	2½" - 0 Cinders in Base	1.75	70,000.00
30,600 cu.yd.	3/4" - 0 Cinders in Base	2.00	61,200.00
1,840 M-gal.	Sprinkling	2.50	4,600.00
6.04 miles	Preparation of Base	200.00	1,208.00
780 cu.yd.	3/4" - 0 Cinders in Binder Course	3.00	2,340.00
120 tons	RC-3 Asphalt	44.00	5,280.00
90 tons	200-300 Asphalt in Tack Coat	42.00	3,780.00
24,600 tons	Asphaltic Concrete Mixture	4.25	104,550.00
3,640 tons	85-100 Asphalt in Mixture	33.00	120,120.00
12 only	Extra for Asphaltic Concrete Approaches	30.00	360.00
250 tons	150-200 Asphalt in Pavement Seal	42.00	10,500.00
2,660 cu.yd.	Aggregate in Pavement Seal	4.00	10,640.00
150 tons	150-200 Asphalt in Shoulder Oiling	42.00	6,300.00
2,340 cu.yd.	Aggregates in Shoulder Oiling	4.50	10,530.00
	Subtotal		$487,581.00
	10% Engr. & Cont.		48,758.10
	Total		$536,339.10

Length of Roadway	13.682 miles
Length of 1 Structure	0.016 mile
Total Length	13,698 miles
Cost of Roadway per mile	$39,200.34

Type Code 6201
4-lane Roadway (Sta. 1209+00 to Sta. 1240+00)

All Required	Clearing and Grubbing (10%)		$ 2,000.00
60 cu.yd.	Drainage Excavation, Unclassified	$ 2.50	150.00

6,600 cu.yd.	General Excavation, Unclassified	$ 0.22	$ 1,452.00
55,000 yd.sta.	Short Overhaul	0.015	825.00
400 C-yd.sta.	Long Overhaul	0.40	160.00
0.59 mile	Finishing Roadbed and Slopes	500.00	295.00
500 lin.ft.	18-inch Corrugated Metal Pipe	3.50	1,750.00
20 only	Metal Sight Posts	2.50	50.00
300 lin.ft.	1½" Electrical Conduit	1.25	375.00
4,000 cu.yd.	2½" - 0 Cinders in Base	1.75	7,000.00
2,400 cu.yd.	3/4" - 0 Cinders in Base	2.00	4,800.00
160 M-gal.	Sprinkling	2.50	400.00
0.59 mile	Preparation of Base	200.00	118.00
170 cu.yd.	3/4" - 0 Cinders in Binder Course	3.00	510.00
30 tons	RC-3 Asphalt	44.00	1,320.00
10 tons	200-300 Asphalt in Tack Coat	42.00	420.00
2,400 tons	Asphaltic Concrete Mixture	4.25	10,200.00
360 tons	85-100 Asphalt in Mixture	33.00	11,880.00
2 only	Extra for Asphaltic Concrete Approaches	30.00	60.00
20 tons	150-200 Asphalt in Pavement Seal	42.00	840.00
240 cu.yd.	Aggregates in Pavement Seal	4.00	960.00
10 tons	150-200 Asphalt in Shoulder Oiling	42.00	420.00
160 cu.yd.	Aggregates in Shoulder Oiling	4.50	720.00
	Subtotal		$ 46,705.00
	10% Engr. & Cont.		4,670.50
	Total		$ 51,375.50

Length of Roadway 0.587 mile
Cost of Roadway per mile $87,522.14

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$536,339.10	$332,181.00	$204,158.10
4-lane Roadway	51,375.50	31,819.00	19,556.50
	$587,714.60	$364,000.00	$223,714.60

NEW HIGHWAY OVERPASS - CHEMULT

Signal Line Work	$ 2,558
Engineer Inspector	5,604
Flagmen	6,165
Freight	74
Material Handling Charge	70
Vacation Allowance & Holiday Pay	739
Railroad Retirement - Health & Welfare	907
Workmen's Compensation, Public Liability and Property Damage Insurance	493
Accounting	830
Total	$ 17,440
Less Salvage - Signal Material	500
Estimated Net Cost	$ 16,940

Oregon State Highway Department

Federal Aid Project
No. F-320(6)

WALKER MOUNTAIN ROAD-LENZ ROAD SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Nov. 29, 1955

Type Code 6201
2-lane Roadway (Sta. 530+00 to Sta. 670+50)(Sta. 1030+00 to Sta. 1209+00)
(Sta. 1240+00 to Sta. 1643+70)(Contract No. 4495)

All Required	Clearing and Grubbing (90%)		$ 18,000.00
120 cu. yds.	Drainage Excavation, Unclassified	$ 1.50	180.00
145,400 cu. yds.	General Excavation, Unclassified	0.18	26,172.00
501,000 yd. sta.	Short Overhaul	0.01	5,010.00
14,100 C-yd. sta.	Long Overhaul	0.30	4,230.00
6.04 miles	Finishing Roadbed and Slopes	400.00	2,416.00
1,300 lin. ft.	Rounding Cutbanks	0.10	130.00
1,000 lin. ft.	18-inch Corrugated Metal Pipe	3.25	3,250.00
2,000 lin. ft.	Metal Guard Rail	2.00	4,000.00
380 only	Metal Sight Posts	2.00	760.00
40,000 cu. yds.	2½" - 0 Cinders in Base	1.20	48,000.00
30,600 cu. yds.	3/4" - 0 Cinders in Base	1.20	36,720.00
1,840 M-gal.	Sprinkling	2.00	3,680.00
6.04 miles	Preparation of Base	100.00	604.00
780 cu. yds.	3/4" - 0 Cinders in Binder Course	2.50	1,950.00
120 tons	RC-3 Asphalt	44.00	5,280.00
90 tons	200-300 Asphalt in Tack Coat	42.00	3,780.00
24,600 tons	Asphaltic Concrete Mixture	4.00	98,400.00
3,640 tons	85-100 Asphalt in Mixture	32.50	118,300.00
12 only	Extra for Asphaltic Concrete Approaches	30.00	360.00
250 tons	150-200 Asphalt in Pavement Seal	42.00	10,500.00
2,660 cu. yds.	Aggregate in Pavement Seal	2.50	6,650.00
150 tons	150-200 Asphalt in Shoulder Oiling	42.00	6,300.00
2,340 cu. yds.	Aggregates in Shoulder Oiling	2.50	5,850.00
			$410,522.00

Type Code 6201
Roadway (Sta. 644+50 to Sta. 645+06.46)(Sta. 648+30.28 to Sta. 649+25)

10,000 cu. yds.	General Excavation, Unclassified	$ 0.55	$ 5,500.00
			$ 5,500.00
	Subtotal		$416,022.00
	10% Engr. & Cont.		41,602.20
			$457,624.20

Length of Roadway 13.637 miles
Cost per mile $33,557.54

Type Code 6201
4-lane Roadway (Sta. 1209+00 to Sta. 1240+00)(Contract No. 4495)

All Required	Clearing and Grubbing (10%)		$ 2,000.00
60 cu. yds.	Drainage Excavation, Unclassified	$ 1.50	90.00
6,600 cu. yds.	General Excavation, Unclassified	0.18	1,188.00
55,000 yd. sta.	Short Overhaul	0.01	550.00
400 C-yd. sta.	Long Overhaul	0.30	120.00
0.59 mile	Finishing Roadbed and Slopes	400.00	236.00
500 lin. ft.	18-inch Corrugated Metal Pipe	3.25	1,625.00
20 only	Metal Sight Posts	2.00	40.00
300 lin. ft.	1½" Electrical Conduit	1.50	450.00
4,000 cu. yds.	2½" - 0 Cinders in Base	1.20	4,800.00
2,400 cu. yds.	3/4" - 0 Cinders in Base	1.20	2,880.00
160 M-gal.	Sprinkling	2.00	320.00
0.59 mile	Preparation of Base	100.00	59.00
170 cu. yds.	3/4" - 0 Cinders in Binder Course	2.50	425.00
30 tons	RC-3 Asphalt	44.00	1,320.00
10 tons	200-300 Asphalt in Tack Coat	42.00	420.00
2,400 tons	Asphaltic Concrete Mixture	4.00	9,600.00
360 tons	85-100 Asphalt in Mixture	32.50	11,700.00
2 only	Extra for Asphaltic Concrete Approaches	30.00	60.00
20 tons	150-200 Asphalt in Pavement Seal	42.00	840.00
240 cu. yds.	Aggregates in Pavement Seal	2.50	600.00
10 tons	150-200 Asphalt in Shoulder Oiling	42.00	420.00
160 cu. yds.	Aggregates in Shoulder Oiling	2.50	400.00
		Subtotal	$ 40,143.00
		10% Engr. & Cont.	4,014.30
			$ 44,157.30

Length of Roadway 0.587 mile
Cost of Roadway per mile $75,225.38

Type Code X131
Chemult Overcrossing (Sta. 645+06.46 to Sta. 648+30.28)

820 cu. yds.	Structural Excavation	$ 5.00	$ 4,100.00
15 cu. yds.	Excavation Below Elevation Shown	15.00	225.00
850 cu. yds.	Class "A" Concrete	70.00	59,500.00
186,000 lbs.	Metal Reinforcement	0.12	22,320.00
All Required	Structural Steel		15,000.00
25 lin. ft.	8-inch Metal Drain Pipe	4.00	100.00
All Required	Remove Old Overcrossing		12,000.00
			$113,245.00
All Required	Work by Southern Pacific Co.		2,202.00
			$115,447.00
Less Estimated Payment by S.P. Co. for Removal of Existing Structure			5,200.00
		Subtotal	$110,247.00
		10% Engr.& Cont.	11,024.70
			$121,271.70

Length of Structure 0.061 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$457,624.20	$283,512.00	$174,112.20
4-lane Roadway	44,157.30	27,357.00	16,800.30
Structure	121,271.70	75,131.00	46,140.70
	$623,053.20	$386,000.00	$237,053.20

WALKER MOUNTAIN ROAD-LENZ ROAD SECTION

Project No. F-320(6)

Summary of Work to be Done by

Southern Pacific Company

Signal Line Work	$2,558.00
Freight	74.00
Material Handling Charge	70.00
	$2,702.00
Less Salvage	-500.00
	$2,202.00

RECEIVED
SEP 21 1955
FOR FILING

F-320(6)
4495

September 20, 1955

Mr. C. O. Pelk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 1 covering flagging on the Walker Mountain Road-Lens Road Unit, Lapine-Lens Road Section of The Dalles-California Highway in Klamath County, Contract No. 4495, in connection with Federal Aid Project No. F-320(6).

This work is an anticipated item of the contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

DHP:ch

RECEIVED
AUG 18 1955
FOR FILING

F 320(6)
4-415

August 17, 1955

Mr. G. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 15, 1955 on Contract No. 4495, Walker Mountain Road-Lava Road Unit, Lapine-Lava Road Section in Klamath County, in connection with Federal Aid Project No. F-320(6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DMFich

RECEIVED
AUG 10 1955
FOR FILING
F-320(6)
4415

August 9, 1955

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4495 awarded to you by the State Highway Commission, for grading and paving on the Walker Mountain Road-Lenz Road Unit, Lapine-Lenz Road Section of the The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 29 1955
FOR FILING

F 3.0(4)
4415
5771

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1955

SUBJECT:

cc W. C. Williams

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

Herewith two copies of a letter from Mr. R. L. Porter regarding the Walker Mountain Road-Lenz Road Unit on The Dalles-California Highway.

Will you kindly see that the contractor does not enter upon this property until clearance has been received from the Right-of-Way Engineer.

We will notify you as soon as the right of way negotiations have been completed.

Yours very truly,

H. G. Smith
Construction Engineer

By:

Edwin A. Pease
Construction Office Engineer

EAP:dt

cc- Mr. W. C. Williams
Mr. R. L. Porter

Enc.

RECEIVED
JUL 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 25M 9-51 52215

...WAY DEPARTMENT

W. C. WILLIAMS

ASSIGNMENT

Date: July 27, 1955 No. 5971 By MCW

Description: Letter of July 25 by R. L. Porter regarding right-of-way status of Walker Mountain Road-Lens Road Unit of the Dalles-California Highway, Klamath County.

To: [illegible]

PLEASE RETURN TO
W. C. WILLIAMS

Acknowledged by____ Referred to Smith

XX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.____
__ Contact correspondent and report

Remarks: Note contractor to hold up work on short section.

MCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 7-27-55 Report Received

[illegible] Unit

[illegible] be awarded until the [illegible] of way is cleared. [illegible] will advise you as [illegible] completed.

R. L. Porter

NOTED
W. C. WILLIAMS

R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
JUL 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

NOTED
W. C. WILLIAMS

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1955

SUBJECT: Timber Sale in Northern Road Unit
The Dalles-Lakeview Highway
Wasco County

To: Mr. W. C. Williams
Deputy State Highway Engineer
SALEM

PLEASE RETURN TO
W. C. WILLIAMS

The only right of way that is lacking on this section of this contract is property in the Warm Springs Indian Reservation between the east Diamond Lake Highway and approximately Station 137+00. The southerly half of this is tribal land. Our application for this right of way is now being processed and possibly our acquisition can be completed within 10 days or two weeks.

The northerly half of this is owned by an Indian and trust patent. This can be acquired about as it is expected that it will be issued within the next few hours. The Indian Office, however, is under instruction on this matter and-
ing the issuance should permit.

Inasmuch as this right of way is the only [illegible] portion of the contract, it is recommended that this contract be awarded and the contractor kept off this area until the right of way is cleared. We are keeping closely in touch with the problem and will advise you as soon as the right of way negotiations have been completed.

R. L. Porter

NOTED
W. C. WILLIAMS

R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
JUL 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

File

RECEIVED
JUL 27 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

409 STATE HIGHWAY BLDG.
SALEM, OREGON

F-320 (6)
4495

08-35

July 25, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-320 (6), Walker Mountain Road-Lenz Road Section of The Dalles-California Highway, we hereby concur as of this date in award of Contract No. 4495 to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $450,665.00 at the July 1, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
JUL 26 1955
STATE HIGHWAY COMMISSION

Enc 1

RECEIVED
JUL 26 1955
FOR FILING

F-320(6)

4415

July 25, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Walker Mountain Road-Lone Rock Section of The Dalles-California Highway, in Klamath County, Project F-320(6), to the Rogers Construction Co. of Portland, Oregon, on the basis of the bid of $450,665 submitted on July 1, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCWtla

RECEIVED
JUL 25 1955
FOR FILING

E-22a(1)
4415

Files

July 25, 1955

Rogers Construction Co.,
11760 N. E. Glisan St.,
Portland, Oregon

Gentlemen:

The State Highway Commission on July 1, 1955, accepted your proposal for grading and paving Walker Mountain Road-Lens Road Unit, Lapine-Lens Road Section of The Dalles-California Highway, in Klamath County, for the sum of $450,665.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4495.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ig

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.,
2618 Third Ave.,
Seattle 1, Washington
Att'n Dorothy McCormack

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$ S E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 25, 1955
11:27 a.m.

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Contract for grading and paving Walker Mountain Road-Lens Road Unit, Klamath County for which you submitted low bid on July 1, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

Accounting (5003-900)
Files
C. W. Head

Deputy Constr. Engineer
Engineering Division
Resident Office
Design
Soils E

C.P. M.F. (Butte)

C.P. 1.2 Hwy (Buc

Section Walk

Co. Engr.

County Klamath Prefix 18-1059

670+50 Date 4-11-55

Required Base & Wear	Designed Base & Wear								
Crushed	Not Crushed	Exist. Surf. Allow.	New Work						
15½			15½	A.C 3/4 3"-0					

ample for frost

s estimate indicates 3/4"-0 and 3"-0.

Pass 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
9.0	7.8	33.6	- - -	34	0	Base, topping, and A. C.
0.5	7.2	31.8	- - -	43	0	" " "

Recommended by

Engineer of Materials

Approved by

Deputy State Highway Engineer

F.320(6)
4415

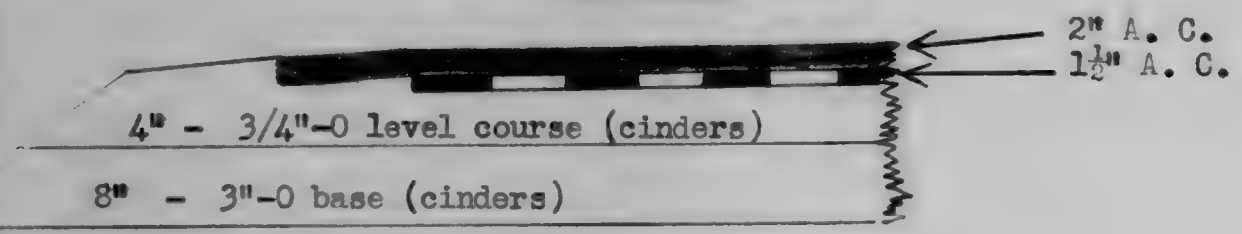
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Walker Mt. Rd. - Chemult Highway The Dalles - California County Klamath Prefix 18-1059

Engr. A. A. Fossen Length of Project 2.6 Miles. Sta. 530+00 to Sta. 670+50 Date 4-11-55

TYPICAL SECTIONS

NEW GRADE



TYPICAL SOIL

52 % Pass 200
52 LL
0 PI
78 "R" Value
41 % Silt

NOTE:

This design is considered ample for frost protection in this area.

4" level course allowed as estimate indicates no difference in price between 3/4"-0 and 3"-0.

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			3½	A.C
			4	3/4
			8	3"-0
15½			15½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
.P. M.P. 82.73 Willamette Hwy (Mutton Chop utte)	333650	2.67	Cinders	- - -	29.0	7.8	33.6	- - -	34	0	Base, topping, and A. C.
.P. 1.2 mi. W. M.P. 217.1, The Dalles - Calif. wy (Buckeye Butte)	322859	2.66	Cinders	- - -	20.5	7.2	31.8	- - -	43	0	" " "

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Jay Webber
Soils Engineer

Recommended by
Construction Engineer

Recommended by W. W. Flora
Engineer of Materials

Approved by
Deputy State Highway Engineer

FI-78(26) Weaver Overcrossing of S. Pacific Co. Tracks near Myrtle Cr., Pacific Hwy. 1955

#4496

FORM S-103 5M REVISED 5-55

RECEIVED
OCT 10 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

FILE 4496

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 9, 1956

A. H. Sexton & Son
Route 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from May 15, 1956, to the date of completion, August 15, 1956 within which to complete your contract No. 4496, for constructing the Beaver Overcrossing on Shady-Canyonville Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Morgan,
Division Engineer

H. H. McClure,
Resident Engineer

P. M. Stephensen,
Bridge Engineer

RECEIVED
SEP 20 1956
FOR FILING
F.I. 78 (...6)
4796

Salem, Oregon
September 19, 1956

State-Railroad agreement,
Weaver overcrossing

Mr. J. W. DeSouza

Herewith copies of railroad agreement and easement covering the Weaver County Road overcrossing of the Southern Pacific Company's tracks south of Myrtle Point in Douglas County.

These are approved as to engineering details, but I would appreciate it if you would carefully check Exhibit A covering the insurance to be provided the railroad company as to its correspondence with our current agreements covering such matters.

G. S. Paxson

GSP:gm
Encls.

cc Mr. P. M. Stephenson
Mr. Forrest Cooper

OREGON STATE HIGHWAY DEPARTMENT

FF 15 (20)
4/4/50

(date)
September 18, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1496	10 Final	A. H. Saxton and Son	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20216	H-161307	$ 7,341.20	9/28/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1955

Time Extensions: to Aug. 15, 1956

Completion Date: Aug. 15, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-3-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 3 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 17 1956
FOR FILING
FI-28(26)
445

September 13, 1956.

Request for extension of time
No. 19
September 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Re: Beaver Overcrossing of S.P. Co. tracks on Pacific Highway in Douglas County
Contract No. 4495

A. H. Seaton and Son, contractors on the Beaver Overcrossing of the Southern Pacific Company tracks on the Pacific Highway in Douglas County, has requested a second extension of time from May 15, 1956, to the date of completion of the project, August 15, 1956.

Bids were opened on this project on May 25, 1955, but on account of a change in alignment and delay in procurement of right of way, the contract was not awarded until August 8, 1955. This delay in awarding the contract has caused the contractor to work during the winter months. Bad weather delayed the progress of the work. Also the work was delayed by flood damage which caused loss of material and supplies in the fall of 1955.

The adjacent highway section has not as yet been contracted so that the traveling public is not inconvenienced by this delay. It is recommended that this second extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

PHE/um

Attached

RECEIVED
SEP 11 1956
FOR FILING

FE-78 (26)

4471

September 10, 1956

CERTIFIED MAIL

Federal Insurance Company
Victor S. Risley Co.
808 Board of Trade Bldg.
Portland, Oregon

Gentlemen:

State Highway Contract No. 4496 for constructing the Weaver Overcrossing on Shady-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, A.M. Saxton & Son, on August 15, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $7,241.20 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $84,006.64 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on the above project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
gl

RECEIVED
AUG 20 1956
FOR FILING

FORM E20—GSH—11-55—90624
FT-75 (2.6)
4496

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Aug. 14, 1956

SUBJECT: Weaver Road Overcrossing

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
Salem, Oregon

L

I return herewith print of our drawing No. 12287, Weaver Road Overcrossing on which we have indicated the requested ties to the nearest recognized land monument.

F. D. Morgan
Division Engineer

8-20-56
To Stephenson for transmission
to A. P. Co.

FDM/dls
encl.

RECEIVED
AUG 14 1956
STATE HIGHWAY DEPT.
NOTED
G. S. PAXSON

RECEIVED
AUG 9 1956
FOR FILING

FI-78(26)

441

Salem, Oregon
August 3, 1956

Weaver Road overcrossing

Mr. Frank Morgan

I am attaching a print from our Drawing 12267 which is the vicinity map for the Weaver Road overcrossing of the S.P. and of US99 in Douglas County. This vicinity map does not show any tie to a recognized land description monument. Will you please show on this print a tie from the intersection of the railroad and highway center lines to the nearest section corner or other recognized monument, and return the print to me. We will then put the necessary information on the tracing.

G. S. Paxson

GSP:[illegible]
Attach.

cc Mr. P. M. Stephenson

RECEIVED
MAR 30 1956
FOR FILING

FI-78(26)
441

SOUTHERN PACIFIC COMPANY

65 Market Street, San Francisco 5, California

C
O
P
Y

March 28, 1956

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

Reference is made to your letter of February 14, 1956 concerning the proposed Weaver County Road Overpass crossing of this company's right of way near Myrtle Creek, with particular reference to Bureau of Public Roads Cherry Memorancum No. 18.

The site of the proposed overpass is within 200 ft. of the switch of the Weaver siding used for the meeting and passing of trains. With the development of this area we contemplate that it will be necessary to operate trains of greater length in the future, which will necessitate the extension of sidings to accommodate such increased train length. Therefore, the plans for the proposed overpass have been approved by the Railroad since they make provision for the extension of this passing track.

This matter was recently discussed by Mr. G. S. Paxson of your staff and Mr. Holmes of this company, and we trust that this will furnish the information required by you.

Yours truly,

W. M. Jaekle (sgd.)
Rn

Original sent Mr. Holmes 3-30-56.

RECEIVED
MAR 1 - 1956
FOR FILING

FORM [illegible] 11-52 [illegible]
17756
4496

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
February 29, 1956

RAILROAD COMPANIES
FILE No. 4478

SUBJECT: Pux 127-Myrtle Creek Overcrossing
Pacific Highway
Douglas County

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
O f f i c e

Herewith I hand you executed copy of agreement, by and between Southern Pacific Company and the Highway Commission, substituting print attached to the original agreement.

The conformed copies of this agreement are being sent to the members of the Department indicated below. However, these are not accompanied by the revised print. In addition to your file, there will be a copy of the print in our crossing matter File Pux 127, covering the Myrtle Creek (Weaver) Overcrossing project.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson

REFERRED TO
BY SECRETARY

RR-448

Salem, Oregon
November 14, 1955

Pur 127-Myrtle Creek Overcrossing

Mr. J. W. DeSouza
Assistant Counsel
O f f i c e

Dear Mr. DeSouza:

Attached hereto for further handling are two copies of a Supplemental Agreement between the Southern Pacific Company and the State Highway Commission with reference to the Myrtle Creek Overcrossing on the revised location of the Pacific Highway in Douglas County. These copies have been executed by the Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Very truly yours

Secretary

rn
Attach: 2

OR

mut in file
1-19-56

FORM E30—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
October 14, 1955

SUBJECT: Pux 127-Myrtle Creek Overcrossing

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
O f f i c e

NOTED
W. C. WILLIAMS

Dear Mr. Glaisyer:

Herewith I hand you original and first copy of Supplemental Agreement between Southern Pacific Company and the Highway Commission with reference to the Myrtle Creek Overcrossing on the revised location of the Pacific Highway in Douglas County, sometimes referred to as the Weaver Overcrossing, for execution by the State Highway Commission.

Under date of May 23, 1955 an agreement was executed, to which there was attached an exhibit showing the then intended common center line of the four lane highway proposed for construction. Since that time the highway center line has been shifted to the southwest. The Supplemental Agreement does not change the original easement description but merely substitutes a new exhibit to reflect the highway center line change which is being made.

After execution by the Highway Commission, please return both copies direct to me for further handling.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. P. M. Stephenson

ORIGINAL

5-23-55 (agr)

FORM S-120 5M4 REVISED 5-55

RECEIVED
FEB 8 1956
FOR FILING

FI-78(26)
4496

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
CODE BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 8, 1956

A. H. Saxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from December 31, 1955 to May 15, 1956 within which to complete your contract No. 4436, for constructing Beaver Overcrossing on the Shady-Canyonville Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

H. H. McClure,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JAN 18 1956
FOR FILING

FI-7X(2)
4 of 7

January 17, 1956

Oregon State Highway Commission

Request for extension of time
No. 17
January 26 and 27 meetings.

Gentlemen:

Re: Beaver Overcrossing
Contract No. 44[illegible]

As the Western [illegible] Co., contractor on the Beaver Overcrossing structure on the Drain-Reedsville section of the Pacific Highway in Douglas County, has requested an extension of time from December 31, 1955, to May 15, 1956, in which to complete the contract.

This work opened on this project on May 25, 1955, but on account of a change in alignment and delay in procurement of right of way, the contract was not awarded until August 9, 1955. This delay in awarding the contract has caused the contractor to work during the winter months. The attendant bad weather has impaired the progress of the work to such an extent that it is necessary to require a time extension.

The adjacent highway section has not, as yet, been constructed so the traveling public is not inconvenienced by this delay. It is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHB/dp
Attached

Form PR 2 (Revised 1950)

CPRS-1849

State Oregon

Project No. FI-78(26)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

1955

MEMORANDUM OF AGREEMENT made this 17th day of November, 19 55,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of March, 19 55, a program, which was approved on the 24th day of March, 19 55, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 10th day of May, 19 55, and the sum of sixty-six thousand and 00/100

dollars ($ 66,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 10—11370-6

A4.02

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized) 1955

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 3431+84.10 and survey station 3434+30.71, all in the SW 1/4 of Section 28, T. 29 S., R. 5 W., W.M., without exception,

, length 0.047 miles, in Douglas County, being Oregon project No. FI-78(26), consisting of 0.000 miles of roadway and one bridge of more than 20 feet clear span, 0.047 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of sixty-six thousand and 00/100 dollars ($66,000.00), which does not exceed the authorized Federal pro rata share of one hundred eight thousand, one hundred sixteen and 25/100 dollars ($108,116.25), the approved total estimated cost of said project.

1955

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By _____
Chairman, State Highway Commission
(Title of officer)

By Chas. H. Reynolds
Member, State Highway Commission
(Title of officer)

By M. F. McLean
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer,
Bureau of Public Roads.

AA.62

U. S. GOVERNMENT PRINTING OFFICE 16—11370-5

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Project
No. FI-78(26)

WEAVER RAILROAD OVERCROSSING

ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 22, 1955

Type Code K521
Weaver NE Overcrossing #7952 (Sta. 3431+84.10 to Sta. 3434+30.71)
(Contract No. 4496)

500 cu. yds.	Structural Excavation	$ 5.00	$ 2,500.00
50 cu. yds.	Structural Excavation below Elevation Shown	5.00	250.00
4,500 lin. ft.	Furnish Treated Timber Piling	1.25	5,625.00
148 only	Drive Timber Piles	37.00	5,476.00
775 cu. yds.	Class "A" Concrete	58.00	44,950.00
191,000 lbs.	Metal Reinforcement	0.1175	22,442.50
			$ 81,243.50

Weaver Bond Revision (Sta. "L" 3432+15)(Contract No. 4496)

3,500 cu. yds.	General Excavation, Unclassified	$ 1.90	$ 6,650.00
24 lin. ft.	12-inch Corrugated Metal Pipe	4.50	108.00
220 cu. yds.	Crusher-run Material in Surfacing	4.00	880.00
70 cu. yds.	3/4" - 0 Material in Surfacing	4.00	280.00
			$ 7,918.00
All Required	Work to be done by Southern Pacific Co.		7,726.00
All Required	Work to be done by Western Union Co.		1,400.00
	Subtotal		$ 98,287.50
	10% Engr. & Cont.		9,828.75
	Total		$108,116.25

Length of Structure 0.047 mile

Federal Funds- - - -

WEAVER RAILROAD OVERCROSSING

FEDERAL AID PROJECT No. FI-78(26)

SUMMARY OF WORK TO BE PERFORMED

BY SOUTHERN PACIFIC COMPANY AND WESTERN UNION COMPANY

Southern Pacific Company

Place and Remove Talltales	$ 550.00
Relocate Signal	1,000.00
Relocate Signal Pole Line	690.00
Engineering and Inspection	4,400.00
Vacation Allowance	220.00
Workman's Compensation, Public Liability & Property Damage Insurance	220.00
Unemployment and Railroad Retirement Insurance	346.00
Material Handling	50.00
Accounting Billing	590.00
	$8,066.00
Less Salvage	340.00
	$7,726.00

Western Union Company:

Installing and Removing Temporary Service Cable	$1,400.00
Total	$9,126.00

Oregon State Highway Department

Federal Aid Project
No. FI-78(26)

WEAVER RAILROAD OVERCROSSING

ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon May 5, 1955

Type Code X521
Weaver RR Overcrossing #7952 (Sta. 3431+84.10 to Sta. 3434+30.71)

500 cu.yd.	Structural Excavation	$ 5.00	$ 2,500.00
50 cu.yd.	Structural Excavation Below Elevation Shown	10.00	500.00
4,500 lin.ft.	Furnish Treated Timber Piling	1.15	5,175.00
148 only	Drive Timber Piles	43.00	6,364.00
775 cu.yd.	Class "A" Concrete	60.00	46,500.00
191,000 lbs.	Metal Reinforcement	0.11	21,010.00
			$ 82,049.00

~~Type Code X510~~
Weaver Road Revision (Sta. "L" 3432+15)

3,500 cu.yd.	General Excavation, Unclassified	$ 0.75	$ 2,625.00
24 lin.ft.	12-inch Corrugated Metal Pipe	3.00	72.00
220 cu.yd.	Crusher-run Material in Surfacing	3.50	770.00
70 cu.yd.	3/4" - 0 Material in Surfacing	4.00	280.00
			$ 3,747.00

Subtotal	$ 85,796.00
10% Engr. & Cont.	8,579.60
	$ 94,375.60

Length of Structure 0.047 mile

Federal Funds	$ 56,000.00
State Funds	38,375.00
	$ 94,375.00

RECEIVED
SEP 22 1955
FOR FILING
F1-11-1
4116

September 21, 1955

Mr. V. W. Hammond
Distribution Superintendent
The California Oregon Power Company
Medford, Oregon

Dear Sir:

In reply to your letter of September 14, this letter is to authorize you to make the necessary change in your transmission and distribution facilities in connection with the Weaver Overcrossing at an estimated cost of $1,550. The State will reimburse you for the cost of the work on this small job, based on the actual costs minus credit for accrued depreciation on the original cost of the old installation and the depreciated salvage on all reusable materials.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Mr. W. C. Williams
Mr. H. C. Smith
Mr. C. H. Watson
Mr. Tom Edwards

WCW:me lg

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON
September 14, 1955

W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Gentlemen:

This is in reference to the letter dated August 16, 1955 from your Mr. Tom Edwards to this Company in which he requests the raising of our transmission and distribution facilities in connection with the Weaver over-crossing, which is located in the Southwest Quarter of Section 28, Township 29 South, Range 5 West. We have made estimates to do this work and are prepared to authorize the work upon confirmation from you that you will accept your share of the cost of such re-construction, which amount is estimated to be $1,550.00.

The billing will be computed on the basis of allowing the Highway Department accrued depreciation on the original cost of the old installation and depreciated salvage on all reusable materials.

If you will send us a letter authorizing us to so bill you and stating you will accept and pay the bill, as outlined herein, we will authorize the work to be done and proceed to move the facilities as quickly as possible.

We feel it is only fair to you to point out the work involved in this re-construction is particularly hazardous and it is possible we have somewhat under-estimated the cost involved due to the fact that unusually high poles would have to be installed in a location that is not readily accessible. We will, however, make every effort to keep the actual cost within the estimate.

Very truly yours,

THE CALIFORNIA OREGON POWER COMPANY

V. W. HAMMOND
Distribution Superintendent

VWH/sc

REFERRED TO
Mr. Williams
By State Highway Engineer

Please prepare answer.

RECEIVED

RECEIVED
SEP 7 1955
FOR FILING

FI 78(26)
4496

September 6, 1955

A. H. Saxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4496, which was awarded to you by the State Highway Commission, for constructing Weaver Overcrossing of S. P. Company Track on the Shady-Canyonville Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
AUG 17 1955
FOR FILING

FORM E-30 88M 8-51 53515
FI - 72(a.)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
August 16, 1955

RAILROAD COMPANIES
FILE No. 4148

SUBJECT: PUX 127 R-23468
Myrtle Creek (Weaver) Overcrossing
Pacific Highway
Douglas County

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson (6)
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. Tom Edwards (2)

Gentlemen:

Herewith I hand you multilithed copy of construction agreement covering the Myrtle Creek (Weaver) Overcrossing on the Pacific Highway in Douglas County.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

RECEIVED
AUG 16 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 8 - 1955
FOR FILING

NOTED
J. Mc C.

FI-IX 124
4496

August 8, 1955

A. R. Saxton & Son,
Route 2,
Corvallis, Oregon.

Gentlemen:

The State Highway Commission on May 25, 1955 accepted your proposal for the Beaver Overcrossing of the Southern Pacific Company Tracks near Myrtle Creek on the Pacific Highway in Douglas County for the sum of $[illegible],161.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4496.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fp

cc R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
P. M. Stephenson
Pacific Builder & Engineer, Inc.

RECEIVED
AUG 9 - 1955
FOR FILING

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 8, 1955
9:00 a.m.

A. H.Saxton & Son
Route 2
Corvallis, Oregon

Contract for Weaver Overcrossing, Douglas County, for which you submitted low bid on May 25, 1955 awarded you today. Contract forms follow shortly.

H. B. GLAISYER, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
Files
C. W. Head

On March [illegible], 1955, the Public Utilities Commission order for this project. The Highway Department has in its files a completely executed agreement between the State and the railroad company for the project. Copies of this agreement will be furnished you as soon as we can secure some additional maps to complete the copies.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG:aa

cc P. M. Stephenson

RECEIVED
AUG 9 - 1955
FOR FILING

FI-7(12)
414 c

August 8, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 Highway Building
Salem, Oregon

Dear Sir:

Re: Weaver Overcrossing
F.A.P. No. FI-7(12)

On May 25, 1955, the Highway Commission accepted the low bid of A. H. Saxton & Son in the amount of $89,161.50 for the above project and instructed the engineer to award the contract to the above firm as soon as necessary rights of way for the project were acquired. These rights of way have now been acquired and the engineer proposes to award the contract in accordance with the Commission's instructions. May we have your concurrence in this award.

The award of this contract has been held longer than the 45-day time limit called for in the job specifications. We have in our files a signed statement from the contractor to the effect that he will accept an award of the contract if it is made within a 30-day period beyond the 45-day time called for in the job specifications. Expiration date for this 30-day extension will be August 10, 1955. The date for the contract will be August 8, 1955.

On March 22, 1955, we furnished you three copies of the Public Utilities Commission order for this project. The Highway Department has in its files a completely executed agreement between the State and the railroad company for the project. Copies of this agreement will be furnished you as soon as we can secure some additional maps to complete the copies.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG:aa

cc P. M. Stephenson

RECEIVED
JUN 10 1955
FOR FILING

FORM E30—50M—10 54—7545
F-7R(36)
-1496

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer

NOTED
W. C. WILLIAMS

This will confirm my verbal instructions of June 8 re a rework of the Myrtle Creek Bridge-Weaver Overcrossing Section to eliminate, as much as feasible, the narrowing of the channel of the South Umpqua River.

It is my opinion that the use of the so-called revised line would substantially reduce the cross section of the river in places and would not be the best type of construction and would doubtless leave us open for lawsuits from property owners on the right bank of the river "guilty or not".

Will you please expedite this matter.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams

RECEIVED
JUN 9 1955
FOR FILING

Salem, Oregon
June 6, 1955

MISC. CONTRACTS and
AGREEMENTS No. 1637

Mr. John W. Cattrall
City & County Relations Dept.
O f f i c e

Attached is a conformed copy of a throughway agreement with Douglas County covering the Weaver Overcrossing Structure on the Pacific Highway in Douglas County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to Douglas County Court.

Secretary

rn
Attach:

RECEIVED
JUN 7 1955
FOR FILING

Court
Grade Xing
1 gen 1

June 6, 1955

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County a fully executed copy of a through-way agreement between the State Highway Commission and Douglas County covering the Weaver Overcrossing Structure on the Pacific Highway in Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-123 50M REVISED 4-55

RECEIVED
JUN 3 1955

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 2, 1955

NOTED
W. C. WILLIAMS

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Pur 127 (R23468)-Myrtle Creek (Weaver) OX

Dear Mr. Hopkins:

Herewith I hand you original and first copy of easement agreement and original and first copy of construction agreement covering the Myrtle Creek (Weaver) Overcrossing on the Pacific Highway in Douglas County, your file PD-21697. All copies have been executed by the Highway Commission and the easement agreement has been acknowledged.

It is anticipated that after execution by Southern Pacific Company one complete copy of each instrument will be returned to my attention. At that time we would appreciate receiving 10 additional copies of your Drawing A-982 which is attached to the construction agreement.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. Tom Edwards

FORM E30—BOM—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 23, 1955

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a throughway agreement covering the Weaver Overcrossing Structure on the Pacific Highway in Douglas County.

Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. These copies require your signature of approval.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids Rec 5-25-55
H. Deemer
Secretary

RECEIVED
MAY 18 1955
FOR FILING

FORM E-39X—50,000—10-54—78464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1955

SUBJECT: Pux 127, R 23468
Myrtle Creek (Weaver) Overcrossing
Pacific Highway, Douglas County

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

Dear Mr. Williams:

At the request of Mr. G. S. Paxson, I am attaching hereto duplicate counterparts of easement agreement and duplicate counterparts of construction agreement with Southern Pacific Company relative to the Myrtle Creek (Weaver) Overcrossing on the revised location of the Pacific Highway in Douglas County for your approval and subsequent execution by the State Highway Commission. The copies of the easement agreement should be acknowledged by the Highway Commission.

The instruments have been examined and approved as to engineering matters by Mr. Paxson and have been approved as to form by Mr. Enfield and myself.

After execution by the Highway Commission all copies should be returned to me for further handling.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. H. B. Glaisyer
Mr. G. S. Paxson
Mr. P. M. Stephenson

REFERRED TO
BY SECRETARY

NOTED
FLOYD QUERY

RECEIVED
MAY 13 1955
FOR FILING

Cont
Trans
Agr

Salem, Oregon
May 16, 1955

Mr. J. W. DeSouza

Overcrossing of Southern Pacific Company tracks at Myrtle Creek (Weaver Overcrossing)

Herewith duplicate counterparts and one extra copy of easement and of the proposed agreement between the Southern Pacific Company and the State covering the overcrossing of the Southern Pacific Company tracks south of Myrtle Creek.

I have examined these instruments and find nothing in them to which we should object. If you approve them as to form, please send them to Mr. Williams for his examination so that they can be presented to the Highway Commission at the meeting on May 25-26.

The Weaver Overcrossing is advertised for opening of bids at our May Commission meeting.

G. S. Paxson

Attachs.
GSP:gm

cc W. C. Williams
P. M. Stephenson

NOTED
C. S. PAXSON

RECEIVED
RECEIVED
MAY 18 1955
FOR FILING

Salem, Oregon
May 16, 1955

Weaver Overcrossing

Mr. C. A. Gardner

We have received the agreement and easement for the Weaver Overcrossing Project. The estimate of railroad costs is as follows:

(a)	Place and remove telltales	$ 550
(b)	Relocate signal	1,000
(c)	Relocate signal pole line	690
(d)	Engineering and inspection	4,400
(e)	Watchmen and flagmen	3,000
(f)	Vacation allowance	370
(g)	Workmen's Compensation, Public Liability & Property Damage Insurance	370
(h)	Unemployment and Railroad Retirement Insurance	580
(i)	Material handling	50
(j)	Accounting billing	590
	Total Estimated Cost	$ 11,600
(k)	Less Salvage Item ---(a) $160	340
(l)	Less Salvage Item ---(c) 180	
	Net Estimated Cost	$ 11,260

G. S. Paxson

GSP:gm

NOTED
C. S. PAXSON

EIVED
27 1955
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de Lange
en

Salem, Oregon
April 26, 1955

Mr. C. W. Enfield
Chief Counsel

The State plans to call for bids on the Weaver Railroad Overcrossing Structure at the Commission meeting May 25-26. This structure is to be a part of the proposed Shady-Canyonville Section of the Pacific Highway in Douglas County which will be constructed as a throughway. It is requested that a throughway agreement be prepared between the State and Douglas County covering the following points:

THINGS TO BE DONE BY STATE:

(1) State shall construct and thereafter maintain a separation structure carrying the throughway over the Weaver County Road as shown colored in purple on the attached Exhibit "A."

(2) State shall relocate and reconstruct the Weaver County Road as shown colored in orange on the attached Exhibit "A."

THINGS TO BE DONE BY COUNTY:

(1) County consents to carrying the throughway over Weaver County Road as heretofore described in paragraph 1 under THINGS TO BE DONE BY STATE.

(2) County consents to maintain the relocated and reconstructed Weaver County Road.

Please prepare six copies of the agreement in addition to any required by the Legal Division. Attached is one copy of the plan for use in preparing the agreement. Three copies of Exhibit "A" will be forwarded as soon as available. Additional copies of the exhibit will be attached by the County and City Relations Division.

W. C. Williams
Deputy State Highway Engineer

Att.
JdG:mm
cc: J. W. Cattrall

RECEIVED
APR 19 1955
FOR FILING

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO
322

L. P. HOPKINS
SUPERINTENDENT

April 11, 1955

Mr. R H Baldock
State Highway Engineer
Salem, Oregon

Attention - Mr. G S Paxson
Asst. State Highway Engineer

Dear Sir:

Your verbal request as to obtaining Southern Pacific Company approval to State calling for bids on the Weaver overhead crossing at Myrtle Point.

Agreements are now being prepared, and we have no objections to your office calling for bids, however, before your contractor could enter our property, permission would have to be obtained.

Yours truly,

P Hopkins

RECEIVED
APR 13 1955
ENGINEER
NOTED
G. S. PAXSON

RECEIVED
MAR 23 1955
FOR FILING

Const
Grade Surf
Gen
Myrtle Creek

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1955

SUBJECT: Pux 127 - Myrtle Creek Overcrossing
Southern Pacific Company
Pacific Highway, Douglas County

To: Mr. W. C. Williams ✓
Mr. P. M. Stephenson (6)
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. Tom Edwards (2)
Mr. F. B. Crandall
Mr. H. B. Simpson

Herewith I hand you copy of Public Utilities Commissioner Order No. 33672, issued March 17, 1955, in the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company on the revised location of the Pacific Highway, known as the Myrtle Creek Overcrossing in Douglas County.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
MAR 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 28 1955
FOR FILING

Pux 127

3-17-55

Order #33672

Court
Grade Xing
Gen
Myrtle Creek

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2456

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company on the revised location of the Pacific Highway, known as the MYRTLE CREEK OVERCROSSING, in the Southwest quarter of the Southwest quarter (SW¼ SW¼) of Section 28, Township 29 South, Range 5 West, W.M., in Douglas County, Oregon.

ORDER

The above entitled matter was duly heard on Thursday, February 17, 1955, at 9:00 A.M., in the County Court House at Roseburg, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

Jim Daniels, Attorney, Salem, Oregon
G. E. Rohde, Attorney, Salem, Oregon
In behalf of Oregon State Highway Commission

Edwin L. Graham, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

On January 20, 1955, the State of Oregon, by and through its State Highway Commission, (hereinafter referred to as Applicant) filed its application for authority to cross over the tracks and right of way of Southern Pacific Company on the revised location of the Pacific Highway, known as the Myrtle Creek Overcrossing, in Douglas County, Oregon.

The overcrossing will be a part of the newly aligned Pacific Highway between Myrtle Creek and Canyonville. It provides a separation of grades of highway and railroad and an adjacent county road and thus permits the maximum safety of operation for both railroad and vehicular travel.

NOTED
G. S. PAXSON

Southern Pacific Company does not oppose the issuance of an order in accordance with terms of the application, and Douglas County has no objections to the construction of the overcrossing structure.

Evidence was adduced in behalf of parties as set forth above, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

The structure, 261 feet in length with a deck width of 27 feet, will be of reinforced concrete and will cross the single main track of Southern Pacific Company at an angle of 43 degrees and 39 minutes. The deck is on a uniform ascending grade towards the north and on tangent alignment.

Adequate horizontal and vertical clearance will be provided when completed but during the construction period, necessary falsework will impair the standard vertical clearance as set forth in P.S.C. Oregon Order No. 99 to the extent of approximately one foot.

An estimated 4,000 vehicles per day will use the structure upon completion based upon 1954 tabulations and normal annual increases in traffic are anticipated. An average of ten train movements per day are now being conducted over Southern Pacific Company's tracks at the location of the structure and in addition thereto an occasional extra switching move is made.

Applicant will prepare plans and specifications, award contracts for and supervise the construction of the project, bear all expense in connection therewith and reimburse Southern Pacific Company for any expense made necessary by the construction.

From the foregoing, it is concluded that an overcrossing at this location is necessary to construction of the newly aligned Pacific Highway, will provide the maximum of safety to rail and vehicle operations, is in the public interest, and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company on the

revised location of the Pacific Highway, known as the Myrtle Creek Overcrossing, in the Southwest Quarter of the Southwest Quarter of Section 28, Township 29 South, Range 5 West, Willamette Meridian, in Douglas County, Oregon, is granted; and it is further

ORDERED that the structure be constructed in a good and workmanlike manner, in accordance with current accepted engineering practices, and in conformity as to location, grade, alignment and general construction details with plans and profiles submitted with the application and by this reference made a part hereof; and it is further

ORDERED that all costs of construction shall be borne by Oregon State Highway Commission and that Southern Pacific Company be reimbursed for all expense made necessary by the construction of the project, including revisions to existing communication and signal systems, removal and reinstallation of right of way fences, the furnishing of such watchman and flagman services as are necessary to safeguard railroad operations during the construction period, and all other expenses which are reimbursable under and not prohibited by General Administrative Memorandum No. 299 issued by the Public Roads Administration and Amendments thereof and Supplements thereto; and it is further

ORDERED that such necessary temporary construction as will impair the vertical clearance over the tracks to not less than 21 feet above top of rail is herein authorized during the construction period; and it is further

ORDERED that, upon completion, Oregon State Highway Commission will maintain the structure, together with its highway facilities and appurtenances, and Southern Pacific Company will maintain its railroad track, roadbed, and other rail facilities and appurtenances beneath the structure; and it is further

ORDERED that the designation C-550.1-A shall be assigned to the overcrossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 17th day of March, 1955.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
MAR 14 1955
FOR FILING

March 11, 1955

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Weaver Overcrossing

Dear Sir:

In accordance with Mr. Bartlett's request I am attaching hereto two prints from our Drawing 11656, revised to show the tie between the intersection of the highway and railroad center lines and the adjacent section corner.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

NOTED
G. S. PAXSON

FORM E-30X—50,000—10-54—78484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1955

SUBJECT: Pux 127-Myrtle Creek (Weaver) Overcrossing
Southern Pacific Company
Pacific Highway

To: MEMORANDUM TO FILE PUX 127:

Hearing on the above matter was held in the Douglas County Court House, Roseburg, on Thursday, February 17, 1955, at 9:00 a.m.

Southern Pacific Company was represented by Mr. E. L. Graham, and the Highway Commission was represented by Mr. L. H. Young, Assistant Division Engineer, Mr. P. M. Stephenson, James B. Daniels and George Rohde.

Southern Pacific Company offered no objection to our petition, and it is anticipated that an order will be issued in accordance with the petition.

JAMES B. DANIELS
Assistant Attorney

JBD:mb

cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. C. W. Enfield
Mr. Tom Edwards

RECEIVED
FEB 8 1955
FOR FILING

Salem, Oregon
February 7, 1955

Weaver Overpass of
Southern Pacific Company
Tracks

Mr. James Daniels

The State is building a complete realignment of the Pacific Highway (US99) between Myrtle Creek and Canyonville. At a point near the Weaver siding on the Southern Pacific Company's tracks, this new alignment crosses over the tracks of the Southern Pacific Company. Since all traffic is now using the existing Pacific Highway without crossing the railroad tracks, the project is considered of no benefit to the Railroad Company under the terms of General Administrative Memorandum No. 325, and the State can stipulate that the project is to be built without cost to the Railroad Company.

The Railroad Company will be required to furnish such watchmen, flagmen and inspectors as are necessary to safeguard its operations during the construction of the project. All expenses incurred by the Railroad in connection with the project are to be paid to the Railroad Company by the State in accordance with the terms of General Administrative Memorandum No. 299.

G. S. Paxson

GSPigs
cc P. M. Stephenson

NOTED
G. S. PAXSON

RECEIVED
JAN 19 1956
FOR FILING

E-78(26)

4496

Salem, Oregon
June 1, 1955

Pur 127, R 23468
Myrtle Creek (Weaver) Overcrossing
Pacific Highway, Douglas County

Mr. J. W. DeSouza
Assistant Counsel
O f f i c e

Attached hereto are to copies of an easement agreement and two copies of a construction agreement with the Southern Pacific Company relative to the Myrtle Creek (Weaver) Overcrossing on the revised location of the Pacific Highway in Douglas County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully executed please return one copy of each agreement to this office for the Commission's files.

Secretary

FH
Attach: 2 agreements, 2 copies each

8-16.
[illegible]
filed with
not yet in files 9-7-55
" " " 10-26-55
watch for return

FORM E30—GOM—4-54—74306

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

REFERRED TO Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Salem, Oregon
May 17, 1955

SUBJECT: Pux 127, R 23468
Myrtle Creek (Weaver) Overcrossing
Pacific Highway, Douglas County

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

Dear Mr. Williams:

At the request of Mr. G. S. Paxson, I am attaching hereto duplicate counterparts of easement agreement and duplicate counterparts of construction agreement with Southern Pacific Company relative to the Myrtle Creek (Weaver) Overcrossing on the revised location of the Pacific Highway in Douglas County for your approval and subsequent execution by the State Highway Commission. The copies of the easement agreement should be acknowledged by the Highway Commission.

The instruments have been examined and approved as to engineering matters by Mr. Paxson and have been approved as to form by Mr. Enfield and myself.

After execution by the Highway Commission all copies should be returned to me for further handling.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

NOTED
W. C. WILLIAMS

JWD:mb
Encs. 4

cc: Mr. H. B. Glaisyer
Mr. G. S. Paxson
Mr. P. M. Stephenson

RECEIVED
MAY 18 1955
PUBLIC WORKS DEPARTMENT

Bids are to be received for the Weaver O'ing on May 25, 195
H B Glaisyer
2 agreement — 2 Pac Prop to be signed

RECEIVED
MAY 13 1955
FOR PUBLIC

file

Comptr
Fed Aid
Engr. & Plng.

May 10, 1955

W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The request for approval of individual project program change, Item 176, Project FI-78(26), Supplement No. 18, Federal-aid Primary Program was approved May 9, 1955. The total cost will now read $94,375, Federal funds $56,000, State funds $38,375, length 0.05 miles. The character of proposed work will show 2-lane highway-railway overcrossing, length 247 feet.

Very truly yours,

C. G. POLK
District Engineer

Original to
Mr. Probert

RECEIVED
MAY 12 1955
STATE HIGHWAY COMMISSION

FI-138(6) Louse Cr.-Grants Pass 1955
(Merlin Hill) Sec., Pacific Hwy.
#4497

RECEIVED
JUL 21 1958
FOR FILING

Contract 4497

Monthly transaction number

Project report number
FI-138(6)

4497

PR 1.2A
(5-31-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State
Oregon

County
Josephine

Project number
FI-138(6)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 26, 19 56, is hereby modified as follows:

Revised estimated total cost of project	$ 416,801.00
Revised Federal funds	$ 234,644.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18 day of July, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

USComm-DC 11170

July 14, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of Modification of Project Agreement, signed by the Highway Commission for the Louse Creek-Grants Pass Section, Project No. FL-138(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:mas

July 2, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Louse Creek-Grants Pass Section, Project No. FI-138(6).

Very truly yours,

W. C. Williams
State Highway Engineer

RHC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35.5

June 24, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Regarding Oregon Project No. FI-138(6), Louse Creek-Grants Pass Section, we are deleting work done by the Pacific Telephone and Telegraph Co. in the amount of $5,165.27 and Price Agreement No. 3, in the amount of $544.00 from the revised estimate as a basis for modified project agreement. Based on final construction quantities at low bid prices, and approved price agreements, we are approving the revised estimate in the amount of $234,644.00 in Federal funds.

The utility work on this project was not included in the P. S. & E. Estimate or the project agreement estimate. The work was completed before approval was requested, and therefore is not eligible for Federal participation, in accordance with PPM-30(4) Par. 7(j) and GAM 300, Section VII.

Approval of Price Agreement No. 3, contract No. 4497, was not requested or received from the Bureau of Public Roads, in advance of commencement of work, in accordance with PPM 21-6.3, Section 12(b).

Attached is approved copy of the estimate and two copies of PR-2a, Modification of Project Agreement, for your signature.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

Encls.

To [illegible]

RECEIVED
JUN 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

April 14, 1958

Mr. C. G. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate, which includes work by the Pacific Telephone and Telegraph Company, approved price agreement and extra work orders, as a basis for modification of project agreement for the Louse Creek-Grants Pass Section, Project No. FI-136(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:ar

Oregon State Highway Department

Federal Aid
Project No. FI-138(6)

LOUSE CREEK-GRANTS PASS SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Revised estimate as a basis for notified project agreement. Based on final construction quantities at low bid prices, utility bills and approved price agreements.)

Salem, Oregon April 9, 1958

Type Code 0010
Roadway (Sta. 1030+00 to Sta. 1196+50)(Contract No. 4497)

Clearing and Grubbing	All Required			$ 21,675.00
Drainage Excavation, Unclassified	7,817.4	cu.yds.	1.00	7,817.40
General Excavation, Unclassified	549,165.8	cu.yds.	.20	109,833.16
Short Overhaul	2,494,085	yd.sta.	.005	12,470.43
Long Overhaul	133,306.5	C-yd.sta.	.30	39,991.95
Finishing Roadbed and Slopes	2.89	miles	800.00	2,312.00
Rounding Cutbanks	11,435	lin.ft.	.15	1,715.25
18-inch Concrete Pipe	2,877	lin.ft.	3.50	10,069.50
24-inch Concrete Pipe	1,407	lin.ft.	5.00	7,035.00
36-inch Concrete Pipe	201	lin.ft.	8.00	1,608.00
48-inch Corrugated Metal Pipe	400	lin.ft.	15.75	6,300.00
Concrete Catch Basins	11	only	100.00	1,100.00
Coarse Crushed Material in Base	7,190	cu.yds.	2.70	19,413.00
3/4" - 0 Material in Base	1,544.5	cu.yds.	2.80	4,324.60
Sprinkling	2,393.8	M-gal.	3.00	7,181.40
Preparation of Base	1.53	mile	500.00	765.00
3/4" - 0 Material in Binder Course	210	cu.yds.	5.00	1,050.00
RC-3 Asphalt in Binder Course	30.46	tons	70.00	2,132.20
Class "B" Asphaltic Concrete	1,324.52	tons	10.50	13,907.46

Utility Bills and Price Agreements

Pacific Telephone and Telegraph Company		All Required			$ 5,165.27
EWO 1	Flagging (States Share)	All Required			3,253.72
PA 2	6-inch Perforated Metal Drain Pipe, Uncoated	2,561	lin.ft.	1.80	4,609.80
PA 2	8-inch Perforated Metal Drain Pipe, Uncoated	410	lin.ft.	2.20	902.00
PA 2	48-inch Concrete Pipe	180	lin.ft.	15.75	2,835.00
PA 2	Special Backfill in Drains	696	cu.yd.	6.00	4,176.00
PA 3	12-inch Corrugated Metal Pipe, Coated (For Road Approaches)	170	lin.ft.	3.20	544.00
PA 4	Excavate and Place Topsoil	9,036	cu.yd.	1.00	9,036.00
PA 4	Hauling Topsoil	14,445	yd.mi.	.20	2,889.00
					$304,112.14
		Engr. & Cont.			24,939.01
		Total			$329,051.15

Type Code X221
Merlin Hill Undercrossing (Sta. 1113+01.1)(Contract No. 4552)

Construct Undercrossing Structure	All Required		$ 52,324.86
Approved Price Agreement			
PA #1 Cement Adjustment	20.03 bbl.	$ 4.15	83.12
			$ 52,407.98
	Engr. & Cont.		2,893.12
			$ 55,301.10

Length of Roadway	3.136	miles
Length of 1 Structure	0.000	miles
Length of 2 Structures	0.044	miles (Exceptions)
Total Length	3.180	miles
Cost of Roadway per mile	$104,927.02	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 329,051.15	$ 203,912.00	$ 125,139.15
Structure	55,301.10	34,270.00	21,031.10
	$ 384,352.25	$ 238,182.00	$ 116,170.25

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maint.: Chap. 529, laws, 1939

LOUSE CREEK-GRANTS PASS SECTION

FI-138(6)

Summary of Work to be done by Pacific Telephone and Telegraph Company.

Material	$ 3,192.87
Labor	3,381.20
Equipment	348.05
Less Salvage and Depreciation	- 1,756.85
Total	$ 5,165.27

Oregon State Highway Department

Federal Aid
Project No. FI-138(6)

LOUSE CREEK-GRANTS PASS SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Revised estimate as a basis for modified project agreement. Based on final construction quantities at low bid prices, utility bills and approved price agreements.)

Salem, Oregon April 9, 1958

Type Code 0010
Roadway (Sta. 1030+00 to Sta. 1196+50)(Contract No. 4497)

Clearing and Grubbing	All Required			$ 21,675.00
Drainage Excavation, Unclassified	7,817.4	cu.yds.	1.00	7,817.40
General Excavation, Unclassified	549,165.8	cu.yds.	.20	109,833.16
Short Overhaul	2,494,085	yd.sta.	.005	12,470.43
Long Overhaul	133,306.5	C-yd.sta.	.30	39,991.95
Finishing Roadbed and Slopes	2.89	miles	800.00	2,312.00
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48-inch Corrugated Metal Pipe	400	lin.ft.	15.75	6,300.00
Concrete Catch Basins	11	only	100.00	1,100.00
Coarse Crushed Material in Base	7,190	cu.yds.	2.70	19,413.00
3/4" - 0 Material in Base	1,544.5	cu.yds.	2.80	4,324.60
Sprinkling	2,393.8	M-gal.	3.00	7,181.40
Preparation of Base	1.53	mile	500.00	765.00
3/4" - 0 Material in Binder Course	210	cu.yds.	5.00	1,050.00
RC-3 Asphalt in Binder Course	30.46	tons	70.00	2,132.20
Class "B" Asphaltic Concrete	1,324.52	tons	10.50	13,907.46

Utility Bills and Price Agreements

Pacific Telephone and Telegraph Company					
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PA 2	48-inch Concrete Pipe	410	lin.ft.	2.20	902.00
PA 2	Special Backfill in Drains	180	lin.ft.	15.75	2,835.00
PA 3	12-inch Corrugated Metal Pipe, Coated (For Road Approaches)	696	cu.yd.	6.00	4,176.00
PA 4	Excavate and Place Topsoil	170	lin.ft.	3.20	544.00
PA 4	Hauling Topsoil	9,036	cu.yd.	1.00	9,036.00
		14,445	yd.mi.	.20	2,889.00
					$304,112.14
	Engr. & Cont.				24,939.01
	Total				$329,051.15

RECEIVED

Type Code X221
Marin 4011 Undercrossing (Sta. 1113+01.1)(Contract No. 4552)

Construct Undercrossing Structure	All Required		$ 52,324.86
	Approved Price Agreement		
PA #1 Cement Adjustment	20.03 bbl.	$ 4.15	83.12
			$ 52,407.98
	Engr. & Cont.		2,893.12
			$ 55,301.10

Length of Roadway	3.136	miles
Length of 1 Structure	0.000	miles
Length of 2 Structures	0.044	miles (Exceptions)
Total Length	3.180	miles
Cost of Roadway per mile	$104,927.02	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 329,051.15	$ 203,912.00	$ 125,139.15
Structure	55,301.10	34,270.00	21,031.10
	$ 384,352.25	$ 238,182.00	$ 146,170.25

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maint.: Chap. 529, Laws, 1939

LOUSE CREEK-GRANTS PASS SECTION

FI-138(6)

Summary of Work to be done by Pacific Telephone and Telegraph Company.

Material	$ 3,192.87
Labor	3,381.20
Equipment	348.05
Less Salvage and Depreciation	- 1,756.85
Total	$ 5,165.27

RECEIVED

CPR8-1917

Form PR 2 (Revised 1950)

State Oregon

Project No. FI-138(6)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of Jamary, 1956,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of May, 1955, a program, which was approved on the 13th day of June, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 14th day of June, 1955, and the sum of two hundred twenty-five thousand and 00/100

dollars ($225,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 10—11379-6

A4.62

RECEIVED

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 1030+00 and 1196+50 north of Grants Pass,

, length 3.136 miles, in Josephine County, being Oregon project No. FI-138(6), consisting of 3.136 miles of roadway and one bridge of more than 20 feet clear span, 0.000 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

RECEIVED

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ..... two hundred twenty-five thousand and 00/100 ..... dollars ($ 225,000.00), which does not exceed the authorized Federal pro rata share of ..... three hundred sixty-four thousand, six hundred twenty-seven and 45/100 ..... dollars ($ 364,627.45), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to ..... the State Treasurer .....
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ..... Oregon .....
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....
(Include reference to statute authorizing
Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

4

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL

_____
Deputy State Highway Engineer

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-8

A4.62

Oregon State Highway Department

Federal Aid
Project No. FI-133(6)

LOST CREEK-GRANTS PASS SECTION OF THE PACIFIC
HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 18, 1955

Type Code 0010
Roadway (Sta. 1030+00 to Sta. 1196+50)(Contract No. 4407)

All Required	Clearing and Grubbing		$ 21,675.00
2,400 cu. yds.	Drainage Excavation, Unclassified	1.00	2,400.00
576,000 cu. yds.	General Excavation, Unclassified	0.20	115,200.00
2,635,000 yd. sts.	Short Overhaul	0.005	13,175.00
160,000 C-yd.sts.	Long Overhaul	0.30	48,000.00
3.14 miles	Finishing Roadbed and Slopes	800.00	2,512.00
12,000 lin. ft.	Rounding Cutbanks	0.15	1,800.00
1,900 lin. ft.	18-inch Concrete Pipe	3.50	6,650.00
1,100 lin. ft.	24-inch Concrete Pipe	5.00	5,500.00
170 lin. ft.	36-inch Concrete Pipe	8.00	1,360.00
390 lin. ft.	48-inch Corrugated Metal Pipe	15.75	6,142.50
5 only	Concrete Catch Basins	100.00	500.00
9,000 cu. yds.	Coarse Crushed Material in Base	2.70	24,300.00
2,800 cu. yds.	3/4" - 0 Material in Base	2.80	7,840.00
300 M-gal.	Sprinkling	3.00	900.00
1.86 mile	Preparation of Base	500.00	930.00
220 cu. yds.	3/4" - 0 Material in Binder Course	5.00	1,100.00
36 tons	MC-3 Asphalt in Binder Course	70.00	2,520.00
1,200 Tons	Class "B" Asphaltic Concrete	10.50	12,600.00
10 tons	RS-1 Asphalt in Tack Coat	90.00	900.00
20 tons	150-200 Asphalt in Pavement Seal	70.00	1,400.00
230 cu. yds.	Aggregates in Pavement Seal	6.50	1,495.00
	Subtotal		$270,399.50
	10% Engr. & Cont.		27,389.95
	Total		$306,789.45

Type Code X221
Merlin Mill Undercrossing (Sta. 1113+01.1)(Contract No. 4552)

All Required	Construct Undercrossing Structure	
	Subtotal	$ 52,500.00
	10% Engr. & Cont.	5,250.00
	Total	$ 57,750.00

Length of Roadway 3.136 Miles
Length of 1 Structure 0.000 Miles
Length of 2 Structures 0.044 Miles (Exceptions)
Total Length 3.180 Miles
Cost of Roadway Per Mile $97,82[illegible].26

RECEIVED

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$306,789.45	$189,310.00	$117,479.45
Structure	57,838.00	35,690.00	22,148.00
	$364,627.45	$225,000.00	$139,627.45

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED

Oregon State Highway Department

Federal Aid
Project No. FI-138 (6)

LOUSE CREEK-GRANTS PASS SECTION OF THE PACIFIC

HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 14, 1955

Type Code 0010
Roadway (Sta. 1030+00 to Sta. 1196+50)

All Required		Clearing and Grubbing	$	$ 12,000.00
2,400	cu. yds.	Drainage Excavation, Uncl.	2.50	6,000.00
576,000	cu. yds.	General Excavation, Uncl.	0.24	138,240.00
2,635,000	yd. sta.	Short Overhaul	0.01	26,350.00
160,000	C-yd. sta.	Long Overhaul	0.40	64,000.00
3.14	miles	Finishing Roadbed and Slopes	1,000.00	3,140.00
12,000	lin. ft.	Rounding Cutbanks	0.18	2,160.00
1,900	lin. ft.	18 Inch Concrete Pipe	3.25	6,175.00
1,100	lin. ft.	24 Inch Concrete Pipe	4.50	4,950.00
170	lin. ft.	36 Inch Concrete Pipe	9.00	1,530.00
390	lin. ft.	48 Inch Corrugated Metal Pipe	13.00	5,070.00
5	only	Concrete Catch Basins	100.00	500.00
9,000	cu. yds.	Coarse Crushed Material in Base	2.45	22,050.00
2,800	cu. yds.	3/4" - 0 Material in Base	2.75	7,700.00
300	M-gal.	Sprinkling	2.50	750.00
1.86	mile	Preparation of Base	200.00	372.00
220	cu. yds.	3/4" - 0 Material in Binder Course	3.75	825.00
36	tons	RC-3 Asphalt in Binder Course	45.00	1,620.00
1,200	tons	Class "B" Asphaltic Concrete	8.50	10,200.00
10	tons	RS-1 Asphalt in Tack Coat	45.00	450.00
20	tons	150-200 Asphalt in Pavement Seal	43.00	860.00
230	cu. yds.	Aggregates in Pavement Seal	4.00	920.00
			Subtotal	$315,862.00
			10% Engr. & Cont.	31,586.20
			Total	$347,448.20

Length of Roadway	3.136 Miles
Length of 1 Structure	0.000 Miles
Length of 2 Structures	0.044 Mile (Exceptions)
Total Length	3.180 Miles
Cost of Roadway per Mile	$110,793.43

Federal Funds	$ 215,000.00
State Funds	132,448.20
	$ 347,448.20

RECEIVED

MERLIN HILL UNDERCROSSING

PACIFIC HIGHWAY

JOSEPHINE COUNTY

Federal Aid Project No.
Reinforced Concrete Viaduct
Bridge No. 8019

Bids Received November 3, 1925

		Amount
All Required	"Construct undercrossing Structure"	$ 62,000.00
	For Comparison of Bids	$ 62,000.00

Estimated Construction Authorization

Estimated Contract Amount	$ 62,000.00
Anticipated Additional Items:	— —
	$ 62,000.00
Engr. and Cont. (12 ± %)	7,750.00
Estimated Net Authorization, Constr.	$ 69,750.00

Sta 1113 + 01.1
Bear Cove

Oregon State Highway Department

Federal Aid
Project No. FI-138(6)

LOUSE CREEK-GRANTS PASS SECTION OF THE

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Oct. 18, 1955

Type Code 0010
Roadway (Sta. 1030+00 to Sta. 1196+50)(Contract No. 4497)

All Required	Clearing and Grubbing		$	$ 21,675.00
2,400 cu. yds.	Drainage Excavation, Unclassified		1.00	2,400.00
576,000 cu. yds.	General Excavation, Unclassified		0.20	115,200.00
2,635,000 yd. stas.	Short Overhaul		0.005	13,175.00
160,000 C-yd.sta.	Long Overhaul		0.30	48,000.00
3.14 Miles	Finishing Roadbed and Slopes		800.00	2,512.00
12,000 lin.ft.	Rounding Cutbanks		0.15	1,800.00
1,900 lin.ft.	18-inch Concrete Pipe		3.50	6,650.00
1,100 lin.ft.	24-inch Concrete Pipe		5.00	5,500.00
170 lin.ft.	36-inch Concrete Pipe		8.00	1,360.00
390 lin.ft.	48-inch Corrugated Metal Pipe		15.75	6,142.50
5 only	Concrete Catch Basins		100.00	500.00
9,000 cu. yds.	Coarse Crushed Material in Base		2.70	24,300.00
2,800 cu. yds.	3/4" - 0 Material in Base		2.80	7,840.00
300 M-Gal.	Sprinkling		3.00	900.00
1.86 Mile	Preparation of Base		500.00	930.00
220 cu. yds.	3/4" - 0 Material in Binder Course		5.00	1,100.00
36 tons	MC-3 Asphalt in Binder Course		70.00	2,520.00
20 tons	150-200 Asphalt in Pavement Seal		70.00	1,400.00
1,200 tons	Class "B" Asphaltic Concrete		10.50	12,600.00
10 tons	RS-1 Asphalt in Tack Coat		90.00	900.00
230 cu. yds.	Aggregates in Pavement Seal		6.50	1,495.00
		Subtotal		$278,899.50
		10% Engr. & Cont.		27,889.95
		Total		$306,789.45

Type Code X221
Merlin Mill Undercrossing (Sta. 1113+01.1)

All Required	Construct Undercrossing Structure			$ 62,000.00
		Subtotal		$ 62,000.00
		10% Engr. & Cont.		6,200.00
		Total		$ 68,200.00

Length of Roadway	3.136 Mile
Length of 1 Structure	0.000 Mile
Length of 2 Structures	0.044 Mile (Exception)
Total Length	3.180 Miles
Cost of Roadway Per Mile	$97,828.26

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$306,789.45	$189,806.00	$116,983.45
Structure	68,200.00	42,196.00	26,002.00
	$374,989.45	$232,000.00	$142,989.45

RECEIVED
JUN 27 1958
FOR FILING
FI-138(6)

4497 08-35.5

June 24, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Regarding Oregon Project No. FI-138(6), Louse Creek-Grants Pass Section, we are deleting work done by the Pacific Telephone and Telegraph Co. in the amount of $5,165.27 and Price Agreement No. 3, in the amount of $544.00 from the revised estimate as a basis for modified project agreement. Based on final construction quantities at low bid prices, and approved price agreements, we are approving the revised estimate in the amount of $234,644.00 in Federal funds.

The utility work on this project was not included in the P. S. & E. Estimate or the project agreement estimate. The work was completed before approval was requested, and therefore is not eligible for Federal participation, in accordance with PPM-30(4) Par. 7(j) and GAM 300, Section VII.

Approval of Price Agreement No. 3, contract No. 4497, was not requested or received from the Bureau of Public Roads, in advance of commencement of work, in accordance with PPM 21-6.3, Section 12(b).

Attached is approved copy of the estimate and two copies of PR-2a, Modification of Project Agreement, for your signature.

Very truly yours,

C. C. Polk
Division Engineer

Encls.

Orig + encls
to SAP

RECEIVED
OCT 25 1957
FOR FILING
FILED

4477 08-35

October 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project FI-138(6)
Louse Creek-Grants Pass (Merlin Hill)
Section, Pacific Highway - Order for
State Force Work No. 221, 241 and 252
Contract No. 4497

Dear Sir:

Reference is made to your letter of October 2, 1957 and previous correspondence relative to the subject order dated January 2, 1957.

We are approving the use of State force as being in the public interest in this case for the following reasons:

1. The grading contractor on completion of all other work on November 17, 1956 was relieved of this work because the structure was not complete.

2. To hold the grading contractor over the winter to complete this work on the completion of the structure would add to the State's cost as well as the contractor's.

3. The amount of work is too small to warrant a separate contract.

Federal participation will be limited to contract unit price. The estimated amount of the order is $1,500 with Federal participation of $929.55 instead of the $930.00 quoted in your letter of October 2, 1957.

Very truly yours,

NOTED
FORREST COOPER

C. G. Polk
Division Engineer

Orig to Mr. Probert

RECEIVED
OCT 2 1957
FOR FILING

FI-138(6)

4497

October 2, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In response to your letter of September 24, 1957, the estimated cost of Order for State Force Work Nos. 221, 241 and 252, Louse Creek-Grants Pass (Harlin Hill) Section, Josephine County, Contract No. 4497, Oregon Project No. FI-138(6) is $1,500.00 with Federal participation estimated at $930.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway

RBP:lmr

RECEIVED
SEP 26 1957
FOR FILING

FI [illegible]
4497

08-35

September 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force Work No. 221, 241 and 252, Louse Creek-Grants Pass (Merlin Hill) Section, Pacific Highway ,Oregon Project I-138(6), Contract No. 4497

Dear Sir:

The subject work order, dated January 2, 1957 is being held without action pending receipt of a letter from you showing the estimated cost and the estimated amount of Federal funds to be provided.

The data required in connection with State Force Work is established by FPM 21-6.2.

Very truly yours,

C. C. POLK
Division Engineer

Original to SHP

FI-138(6) U.C.W.

RECEIVED
OCT 1 - 1957
FOR FILING

NOTED
W. WILLIAMS

Louse Creek-Grants Pass Unit
Louse Creek-Merlin Hill Section
Contract No. 4497

FINAL COST ANALYSIS
Grading
C. R. O'Neil, Contractor
Glen Roberts, Resident Engineer

August 28, 1957
Pacific Highway
Prefix: 17-1020-201 (41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing &Grubbing	100%	All	$10,919.95	$21,675	$ 10,919.95	$ 21,675.00
Drainage Excavation, Unclassified	7,817.4	Cu. Yd.	1.24	1.00	9,677.12	7,814.40
Gen. Excav., Unclass.	549,165.8	Cu. Yd.	0.23	0.20	126,395.43	109,833.16
Short Overhaul	2,494,085	Yd. Sta.	0.0057	0.005	14,350.71	12,470.43
Long Overhaul	133,306	C-Yd. Sta.	0.34	0.30	46,022.58	39,991.95
Fin. R/B & Slopes	2.89	Miles	920.68	800.00	2,660.56	2,312.00
Rounding Cutbanks	11,435	Lin. Ft.	0.17	0.15	1,973.84	1,715.25
18" Concrete Pipe	2,877	Lin. Ft.	3.21	3.50	9,248.72	10,069.50
24" Concrete Pipe	1,407	Lin. Ft.	4.80	5.00	6,760.03	7,035.00
36" Concrete Pipe	201	Lin. Ft.	7.42	8.00	1,492.87	1,608.00
48" Corr. Metal Pipe	400	Lin. Ft.	14.85	15.75	5,942.19	6,300.00
*Concrete Catch Basins	11	Each	100.00	100.00	1,100.00	1,100.00
**Coarse Mat'l in Base	7,190	Cu. Yd.	2.70	2.70	19,413.00	19,413.00
**3/4"-0 Mat'l in Base	1,544.5	Cu. Yd.	2.80	2.80	4,324.60	4,324.60
Sprinkling	2,393.8	M/Gal.	2.55	3.00	6,126.22	7,181.40
***Preparation of Base	1.53	Mile	500.00	500.00	765.00	765.00
***3/4"-0 Mat'l in Binder	210	Cu. Yd.	5.00	5.00	1,050.00	1,050.00
***RC-3 Asph. in Binder	30.46	Tons	70.00	70.00	2,132.20	2,132.20
***Class "B" Asph. Conc.	1,324.52	Tons	10.40	10.50	13,776.33	13,907.46
****PA #1 Type II Fence	635.5	Rods	3.39	5.00	2,158.15	3,177.50
PA #2 Perf. Metal Drain Pipe, Uncoated	2,561	Lin. Ft.	1.18	1.80	3,030.89	4,609.80
PA #2 8" Perf. Metal Drain Pipe, Uncoated	410	Lin. Ft.	1.93	2.20	793.51	902.00
PA #2 48" Concrete Pipe	180	Lin. Ft.	13.79	15.75	2,482.06	2,835.00
PA #2 Spec. Backfill in Drains	696	Cu. Yd.	5.45	6.00	3,798.21	4,176.00
PA #3 12" CMP, Coated	170	Lin. Ft.	3.05	3.20	519.14	544.00
PA #4 Excav. & Place Top Soil	9,036	Cu. Yd.	0.83	1.00	7,533.55	9,036.00

Contract No. 4497

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #4 Hauling Top Soil	14,445	Yd. Mi.	$ 0.17	$ 0.20	$ 2,408.63	$ 2,889.00
PA #5 Gen. Excav., Unclass.	28,737.5	Cu. Yd.	0.23	0.20	6,614.17	5,747.50
PA #5 Drainage Excavation, Unclassified	261.1	Cu. Yd.	1.24	1.00	323.21	261.00
PA #5 18" Concrete Pipe	375	Lin. Ft.	3.21	3.50	1,205.25	1,312.50
**PA #6 1½"-0 Coarse Crushed Material in Stockpile	63.7	Cu. Yd.	1.75	1.75	111.48	111.48
**PA #6 3/4"-0 Mat'l in S.P.	42.5	Cu. Yd.	2.00	2.00	85.00	85.00
PA #7 Purchase Excess 6" Perf. CM Drain Pipe	680	Lin. Ft.	0.83	0.83	564.40	564.40
PA #7 Purchase Excess 6"x7" Bands	22	Each	1.02	1.02	22.44	22.44
PA #7 16'x50" Metal Gate	1	Each	27.43	27.43	27.43	27.43
PA #8 Extra Clearing and Grubbing	.7	Acre	In Clearing Cost	350.00	In Clearing Cost	245.00
Force Account					3,253.72	3,253.72
					$319,062.59	$310.501.22

Gross Revenue	$310,501.22
Total Cost	319,062.59
Net Loss	$ 9,561.37

Net Loss Equals 2.7% of Gross Revenue

Contract No. 4497

DETAIL OF COSTS

C. R. O'Neil

Labor:

Labor	$ 98,665.93	
Labor Insurance	7,029.95	
Health and Welfare	3,543.30	
		$109,239.18

Materials:

18" Concrete Pipe	3,252	Lin.Ft.	At $ 1.92	$ 6,243.84	
24" Concrete Pipe	1,407	" "	" 2.60	3,658.20	
36" Concrete Pipe	201	" "	" 5.20	1,045.20	
48" Corr. Metal Pipe	400	" "	" 11.45	4,580.00	
48" CMP Bands	21	Each	" 11.45	240.45	
Barbed Wire	14	Rolls	" 8.78	122.92	
Woven Wire	30	Rolls	" 15.18	455.40	
Line Posts	578	Each	" 0.8947	517.14	
Brace Posts	16	"	" 4.82	77.12	
Corner Posts	6	"	" 7.43	44.58	
Sand	5	Cu. Yd.	" 2.50	12.50	
Cement	15	Sacks	" 1.60	24.00	
8" Perf. Metal Drain Pipe,Uncoated	410	Lin.Ft.	" 1.48	606.80	
8" Bands	22	Each	" 1.48	32.56	
48" Concrete Pipe	180	Lin.Ft.	" 10.40	1,872.00	
Backfill Aggregate	696	Cu.Yd.	" 3.60	2,505.60	
12" CMP, Coated	170	Lin.Ft.	" 2.35	399.50	
12" Bands	9	Each	" 2.35	21.15	
16' x 50" Metal Gate	1	Only	" 27.43	27.43	
					$ 25,329.42

Equipment Rentals and Miscellaneous Expenses:

Equipment Rental (Own)	$102,664.52	
Equipment Rental (Hired)	1,200.00	
Gas, Oil, and Grease	21,987.06	
Freight	70.40	
Small Tools	951.48	
Explosives	2,188.96	
P.L. and P.D. Insurance	1,233.32	
Bond	1,802.51	
Home Office and General Overhead	8,843.76	
		$140,942.01
Paid Ousland Construction Company	$ 1,100.00	
" John Saxton	23,934.08	
" Rogue River Paving Company	17,723.53	
" R and M Construction Company	794.37	
		$ 43,551.98

TOTAL COST $319,062.59

REMARKS

This was a "Federal Aid Primary Project" located on the Pacific Highway in Josephine County. The north end of the project was approximately 4.2 miles north of the north city limits of Grants Pass near the crossing of Louse Creek. The south end of the project was 0.5 mile north of the north city limits of Grants Pass. The overall length of the project was 3.18 miles.

The work to be done under the contract consisted of the construction of 3.14 miles of main highway roadbed; the construction of frontage roads, detour roads and road connections; the construction of stone base and shoulders on frontage roads; the construction of approximately 1200 tons of asphaltic concrete pavement on frontage roads and detours; and such additional and incidental work called for in the plans and specifications.

The project was bid by C. R. O'Neil, on June 30, and was awarded to him on August 5, 1955. The contractor began work on August 8, 1955, and completed the project on November 17, 1956. The final estimate was dated May 20, 1957.

The contractor began clearing on August 8, 1955, using 2 D8's with bulldozers and a crew of five men. The clearing, consisting mainly of brush and small trees, progressed rapidly and was completed during the week ending October 15, 1955, except that which was done on price agreement. This item of work shows a good profit.

The contractor used the following equipment in performing the grading: 6 DW 21's with scrapers, 7 D8 cats with dozers, 1 D8 cat and scraper, 3 DW 10's with scrapers, 2 Turnapull scrapers, 2 #12 caterpillar motor graders, 1-105 compressor, 1-350 compressor and wagon drill, 1-3/4 cy shovel, 1 Joy Drill and other necessary equipment.

The contractor began grading on September 2, 1955. As the pioneering of the project progressed the grading was accellerated. This work progressed well until November 2, 1955, at which time he began hauling to the south end of the project where the existing surface was soft and spongy. The advent of inclement weather caused the operation to slow down. The contractor closed down on December 17, 1955.

On February 6, 1956, the contractor resumed grading. He was able to work only one week when weather conditions closed him down again. During the time the grading equipment was not operating he worked on installing the pipe culverts.

On June 7, 1956, the contractor was able to resume his grading operations. He made very good progress on this work until August 18, 1956, at which time the excavation became localized in the summit cut which had to be drilled and shot before it could be moved. The contractor completed the grading on November 14, 1956, and the project on November 17, 1956.

While the principal contractor was excavating the material from the summit cut, the subcontractors completed the work on their items.

Remarks, continued

Although the contractor had good equipment, supervision, and plan of operation, the project shows a loss due to his encountering rock where none had been anticipated and to having low bid prices on the grading items.

M. N. Juve
Chief Cost Analyst

By

F. W. Sugnet

RECEIVED
SEP 3 - 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1957
FOR FILING

FI 13(6)
4497

08-35

July 15, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Regarding Oregon Project No. FI-136(6), Louse Creek-Grants Pass Section, we have received, from your office, copies of the necessary exchange of correspondence for utility work by the California-Oregon Power Company and the Pacific Telephone and Telegraph Company, to be used in lieu of a formal agreement. To complete the assembly of an agreement it will be necessary that we have a detailed and itemized estimate of the cost for the work to be performed by the California-Oregon Power Company, and reproductions of drawings for both utilities which indicate the plan of the utility work, etc., in accordance with GAM 300, Section VII, Agreements.

Very truly yours,

C. G. POLK
Division Engineer

NOTED
FORREST COOPER

Original to
Doug Parker

files

OREGON STATE HIGHWAY DEPARTMENT

(date)

June 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
1497	18-Final	C. R. O'Neil

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12623	H-183003	$ 2,549.10	6/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1956

Time Extensions: Nov. 17, 1956

Completion Date: Nov. 17, 1956

Date Accepted: Mar. 28, 1957

Penalties: None of record.

Claims: None of record.

Remarks:

Date: June 11, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

Hoyd Quarg
H. B. Glaisyer
ass't Secretary

NOTED ON CARD

Warrant Mailed: JUN 11 1957

Ruth Rawlings

RECEIVED
MAY 29 1957
FOR FILING
FI-138(6)
437

May 29, 1957

CERTIFIED MAIL

Wells-Reed Insurance Company
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4497 for work performed on the Louse Creek-Grants Pass (Merlin Hill) Section of the Pacific Highway in Josephine County was completed by the contractor, C. R. O'Neil, on Nov. 17, 1956 and was formally accepted by the Highway Commission on Mar. 28, 1957.

Final payment in the amount of $9,549.10 will be released to the contractor on or after June 8, 1957. The total contract amount if $310,501.22, of which amount $3,253.72 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

RECEIVED
MAY 29 1957
FOR FILING

FI-
4497

May 29, 1957

CERTIFIED MAIL

Wells-Reed Insurance Company
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4497 for work performed on the Louse Creek-Grants Pass (Merlin Hill) Section of the Pacific Highway in Josephine County was completed by the contractor, C. R. O'Neil, on Nov. 17, 1956 and was formally accepted by the Highway Commission on Mar. 28, 1957.

Final payment in the amount of $9,549.10 will be released to the contractor on or after June 8, 1957. The total contract amount if $310,501.22, of which amount $3,253.72 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

NOTED ON CARD

RECEIVED
APR 30 1957
FOR FILING

FT-1201( )

4497

April 29, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. R. O'Neil in connection with contract No. 4497, covering grading on the Louse Creek-Grants Pass (Merlin Hill) Section of the Pacific Highway in Josephine County. This payment, in the amount of $5,326.46, will be released to the contractor on or after May 9, 1957. The retained percentage is $9,307.80.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no reponsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

RECEIVED
APR 9 - 1957
FOR FILING

FI-1-57(C)

4427

April 5, 1957

Great American Indemnity Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

We have received a letter, dated April 3, from Mr. C. A. Walsh, 12220 - 68th Avenue South, Seattle 88, Wn., advising that his claim against Mr. Saxton, who acted as subcontractor on our Contract No. 4497, has been paid in full and that his claim is satisfied.

His claim against this contractor, on the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County, was in the sum of $60.00, concerning which we wrote to you on February 19, 1957.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

C. R. O'Neil
Route 2, Box 116
Creswell, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

RECEIVED
APR 9 - 1957
FOR FILING
FI 1286(6)
4497

Files Lewis

April 5, 1957

Mr. C. A. Walsh
12220 - 68th Ave. So.
Seattle 88, Washington

Dear Sir:

Thank you very much for your letter of April 3 advising us that your claim against Mr. Sexton, sub-contractor on our Contract No. 4497, has been paid in full. We will notify the contractor and the surety that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

RECEIVED
MAR 15 1957
FOR FILING

FI-138(c)

4497

April 3, 1957

Oregon State Highway Dept.
Salem, Oregon
Att: Mr. H. B. Glaisyer

Dear Sir.

4497

Regarding your letter of March 29, 1957 on our claim against Mr. Lofton who subcontracted on your contract no 4497 for grading Lowe Creek - Thorn Point Section of the Pacific Highway.

This is to inform you that payment was received and claim is satisfied. Thankyou for your cooperation in this matter. It seems to have been due more to mis information than anything else.

REFERRED TO
BY SECRETARY

Sincerely,

Clifton P. Walsh

RECEIVED
MAR 15 1957
FOR FILING

FI-13(6)
4497

March 13, 1957

Mr. C. D. Pell
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of February 26, 1957, requesting justification for State Force Work in grading and surfacing approaches to the Berlin Hill Undercrossing, Contract No. 4497, Oregon Project No. FI-13(6).

This is work from which the contractor was relieved because the structure was not completed so the approaches could be finished. The structure contract is not yet completed. The grading contractor had completed all grading work with the exception of finishing the roadbed on the approaches and paving them December 17, 1956. To hold him to the small amount of work remaining would mean holding the contract over the remainder of the winter at added cost to the contractor and to the State.

It is requested that the Order for State Force Work to complete the approaches with state forces be approved with the provision that participation be based on a unit price basis, the unit prices being as set up and approved in the contract.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

Attest

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

February 26, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project FI-138(6)
Louse Cr. Grants Pass Sec.
State Force Work Order,
Merlin Hill Undercrossing

Dear Sir:

Before approving Federal participation on a contract unit price basis as mentioned in your February 21, 1957 letter we will need the usual letter in five copies requesting approval of State force work with justification therefor.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
FEB 27 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 25 1957
FOR FILING
FE-1226(6)
4497

March 22, 1957

Mr. C. A. Walsh
12220 - 68th Avenue South
Seattle 88, Washington

Dear Sir:

We have received a carbon copy of a letter written by John R. Saxton, dated March 1, in which he states that a check in the sum of $60.00 was sent to you in payment of your claim against Mr. Saxton who subcontracted on our Contract No. 4497 for grading on the Louse Creek-Grants Pass Section of the Pacific Highway.

If the check has been received and your claim is satisfied, will you please let us know so that we can close our records on this claim?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

John Saxton

Highway Contractor

5461 S. W. Dillard Highway
Roseburg, Oregon
March 1, 1957

Mr. C. A. Walsh
12220 68th Avenue South
Seattle 88, Washington

Dear Mr. Walsh:

It has been called to my attention, as surfacing Sub-Contractor for C. R. O'Neil, that you were never paid for some hauling you did for us in July, 1956. Since you had never given us your address or even sent us a statement of your account, and we were unable to locate you, it was impossible to pay the bill. We are enclosing our check for $60.00 to pay this account in full (Check #2063).

Would you please notify the Oregon State Highway Department, attention Mr. H. B. Glaisyer, upon receiving this remittance.

We are sorry for the delay.

Respectfully,

By John R. Saxton
JOHN R. SAXTON

COPIES TO:
1-Great American Indemnity Co
412 Failing Building
Portland, Oregon

2-Oregon State Highway Department
Salem, Oregon

3-C. R. O'Neil
2525 Highway 99 South
Grants Pass, Oregon

NOTED
H. B. GLAISYER

REFERRED TO
BY SECRETARY

RECEIVED
MAR 4 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 26 1957
FOR FILING

1F-13 "I"
4417

February 21, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We refer to your letter of February 14 in which you deny federal participation on a small amount of work required to complete the Louse Creek-Grants Pass Project FI-138.6, said work being proposed to be done by state forces.

This work is work from which the contractor was relieved for good cause and under authority given the engineer by provisions of a contract approved by the Bureau of Public Roads. It is work that was contemplated in the approved plans and therefore is eligible to receive federal aid. If there is some reason why you feel that you cannot approve its performance on a force account basis, would it not be possible for you to approve it for state force performance on a unit price basis? We would be willing to have the reimbursement made on the basis of the unit prices set-up in the contract.

The order is returned to you for approval on that basis if you find such approval to be in order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MMP:ia

RECEIVED
FEB 21 1957
FOR FILING

4497

February 19, 1957

Great American Indemnity Co.
412 Failing Building
Portland 4, Oregon

Re: Claim of C. A. Walsh
12220 - 68th Avenue South
Seattle 88, Washington

Gentlemen:

We have received a letter from Mr. C. A. Walsh, dated February 13, advising that he has a claim against C. R. O'Neil for the hauling of materials on Contract No. 4497 which was awarded to C. R. O'Neil for grading the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County. Mr. Walsh claims that on July 25 and 26, 1956 he hauled a total of 60 cu. yds. at $1.00 per yd., for a total of $60.00, and he has submitted ticket numbers to substantiate his claim.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAO:fp

cc Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Mr. C. R. O'Neil
Route 2, Box 116
Creswell, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

RECEIVED
FEB 21 1957
FOR FILING
E I-1-1 (6)
4497

February 19, 1957

Mr. C. A. Walsh
12220 - 68th Avenue South
Seattle 88, Washington

Dear Sir:

This is in reply to your letter of February 13 concerning your claim in the amount of $60.00 against C. R. O'Neil for hauling work performed on Contract No. 4497 for grading the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County. This contract was completed November 17, 1956 but has not yet been accepted by the Highway Commission nor has final payment been made.

The Great American Indemnity Company, 412 Failing Building, Portland 4, furnished the Performance Bond for this contract, which bond is given to assure satisfactory completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Highway Commission you should file your claim with the Secretary of State. For your information, we have attached excerpts from the Oregon Laws outlining the procedure necessary in filing such a claim. In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

FORM E-123 25M REVISED 6-56

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

I. W. ENFIELD
CHIEF COUNSEL

Feb. 13, 1957

REFERRED TO
BY SECRETARY

Secretary
State Highway Dept.
Salem, Oregon

Dear Sir:

In regard to our letter to you on Dec 17, 1957 on none payment for gravel hauling on your Contract No. 4197 to C. R. O'Neil.

In as much as they gave us the wrong address from which to collect our payment in the first place and in the record place also not even answer our letters since we received the correct address from you. It would seem that Mr C. C. R. O'Neil does not have any intention of paying us for the hauling we did for them. Therefore I wish to file a claim against

INSPECTOR Aydelatte

to these men not seem to be any reference on file to.

RECEIVED
FEB 13 1957
OREGON
STATE HIGHWAY COMMISSION

FORM E-123 25M REVISED 6-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

W. C. WILLIAMS
State Highway Engineer
FORREST COOPER
Deputy State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

the bond for this contract. Therefore
I am giving you a list of the
Material Receipts and their numbers
which we have not been paid for.
If it is necessary for you to have
the original tickets we can send
them to you. Also if there is
any forms or other information
you need to proceed with this
claim please so advise us at once
& we will do our best to comply.

Sincerly.

Mr C. A. Walsh
12220 68th Ave So
Seattle 88, Wash.

Claim in the amount of $60.00

A Malk in Base

INSPECTOR Aydelatt

to

on file so.

RECEIVED
FEB 13 1957
OREGON
STATE HIGHWAY COMMISSION

FORM E-123 2SM REVISED 8-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. Mc IVER, MEMBER
Portland
H. B. GLAISYER
Secretary

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

List of Material Receipts

No.	Quantity C.Y.	Date
324797	5 yds	7-25-56
324808	5 yds	7-25-56
324820	5 yds	7-25-56
324827	5 yds	7-25-56
324835	5 yds	7-25-56
324842	5 yds	7-25-56
324850	5 yds	7-25-56
324518	5 yds	7-26-56
324526	5 yds	7-26-56
324535	5 yds	7-26-56
324541	5 yds	7-26-56
324550	5 yds	7-26-56
TOTAL	60 C.Y. at $1.00 per yd = $60.00	

CONTRACTOR C. R. O'Neil

DRIVER WALSH TRUCK NO 4

FA JOB PREFIX 17-1020 DATE

PLACED STA. "F 2" 25 Ave. SOURCE Applegate By

KIND ~~P~~ 3/4" A Walk in Bank

INSPECTOR Applelatt

to

these were not seem to be any reference on file so.

RECEIVED
FEB 1 7 1957
OREGON
STATE HIGHWAY COMMISSION

FORM E-123 25M REVISED 8-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
State Highway Engineer
FORREST COOPER
Deputy State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

December 20, 1956

Mr. C. A. Walsh
12220 - 68th Avenue South
Seattle 88, Washington

Dear Sir:

This is in reply to your letter of December 17 concerning a claim that you have for gravel hauling on Highway 99 and west of Grants Pass on Highway 199. We believe that the contract to which you refer is our Contract No. 4497 for grading the Louse Creek-Grants Pass Section of the Pacific Highway, awarded to C.R. O'Neil, whose address is 2525 Highway 99 South, Grants Pass, Oregon.

If you wish to file a claim against the bond for this contract, please advise us of the amount of your claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

I am returning this letter so as to make sure you have all details as there does not seem to be any reference on file to.

RECEIVED
FEB 15 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 20 1957
FOR FILING

FI-138(6)

4497 08-35

February 14, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project FI-138(6)
Louse Creek-Grants Pass Section,
Pacific Highway - Order for State
Force Work dated January 2, 1957
Grade and Surface Approach, Merlin
Hill Structure

Dear Sir:

Reference is made to subject work order and your letter dated January 7, 1957.

It is noted that the penultimate paragraph, Page 19, Contract and Bond for Highway Construction, Contract No. 4497, specifically provides for the completion, by the contractor, of the work now proposed for performance by State force.

Under such circumstances, we have no alternative but to return all copies of the order.

Very truly yours,

C. O. POLK
District Engineer

Encls.

Original to
Mr. Probert

RECEIVED
JAN 9 - 1957
FOR FILING

FI-138(6)

4497

January 7, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work Nos. 221, 241, 252 covering grading and paving the approaches to the Merlin Hill Undercrossing on the Louse Creek-Grants Pass (Merlin Hill) Section of the Pacific Highway in Josephine County, Contract No. 4497, in connection with Federal Aid Project No. FI-138(6).

The grading contract was reported as completed November 17, 1956. There will be the finishing roadbed and paving on the bridge approaches, which could not be done until the structure is completed, about January 20.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
JAN - 1957
FOR FILING
FI-138(7)
4497

TELEPHONE
ELLIOTT 6868

file

CONSOLIDATED WESTERN STEEL
DIVISION

UNITED STATES USS STEEL CORPORATION

1729 EXCHANGE BUILDING
SEATTLE 4, WASHINGTON

SAN FRANCISCO OFFICE
141 BATTERY STREET
SAN FRANCISCO 6, CALIFORNIA

January 3, 1957

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Subject:(5) JOSEPHINE COUNTY: Louse Creek-Grants Pass Section of the Pacific Highway. Federal Project No. I-138(7), for 100 metal sight posts, 11,790 lin. ft. metal guard rail and median barrier.

Gentlemen:

Will you please transmit one (1) set of subject plans and specifications to - 1729 Exchange Building, Seattle 4, Washington, at your earliest convenience.

We enclose Two dollars ($2.00) cash to cover charges on the above data.

Yours very truly,

CONSOLIDATED WESTERN STEEL DIVISION

By Hanford Haynes

plans sent
1-4-57

m:lcm
Enc. ($2.00) cash

RECEIVED
JAN 4 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 1 - 1957
FOR FILING
FI 1.1.1(2)
4497
TELEPHONE
ELLIOTT 6868

file

CONSOLIDATED WESTERN STEEL
DIVISION

UNITED STATES STEEL CORPORATION

1729 EXCHANGE BUILDING
SEATTLE 4, WASHINGTON

SAN FRANCISCO OFFICE
141 BATTERY STREET
SAN FRANCISCO 6, CALIFORNIA

January 3, 1957

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Subject: (5) JOSEPHINE COUNTY: Louse Creek-Grants Pass Section of the Pacific Highway. Federal Project No. I-138(7), for 100 metal sight posts, 11,790 lin. ft. metal guard rail and median barrier.

Gentlemen:

Will you please transmit one (1) set of subject plans and specifications to - 1729 Exchange Building, Seattle 4, Washington, at your earliest convenience.

We enclose Two dollars ($2.00) cash to cover charges on the above data.

Yours very truly,

CONSOLIDATED WESTERN STEEL DIVISION

By Hanford Haynes

plans sent
1-4-57

m:lcm
Enc. ($2.00) cash

RECEIVED
JAN 4 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 23 1956
FOR FILING

FI 1-8 (6)
4497

December 28, 1956

Mr. C. R. O'Neil
2525 Highway 99 South
Grants Pass, Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from May 31, 1956 to November 30, 1956 within which to complete your contract No. 4497, covering the Louse Creek-Grants Pass (Merlin Hill) Section of the Pacific Highway in Josephine County.

We are pleased to inform you that the State Highway Commission granted your request to and including November 17, 1956, the actual completion date. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. T. Morgan,
Division Engineer

G. E. Roberts,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
DEC 31 1956
FOR FILING

FI-(2)-(6)

4497

December 26, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The purpose of this letter is to request approval of performance of work on Emergency Relief Project ER-18(3), Item No. 28, at the unit prices applicable to Project FI-138(6), Contract No. 4497.

The work involved was the restoration of washed out embankment, the repair of a badly eroded drainage ditch and the replacement of a pipe culvert; all between Stations FJ 16+00 and FJ 29+00.

Inasmuch as the work was within the limits of going Contract 4497 on Project FI-138(6), and the contractor was willing to perform the work at the very low unit prices applicable under that contract, it was considered to be in the interest of all parties concerned to have the work so performed. Copies of the price agreement evidencing the contractor's consent are enclosed.

The quantities and costs involved are approximately as follows:

32,000 cu. yds.	General Excavation	at $0.20	$6,400.00
260 cu. yds.	Drainage Excavation	at 1.00	260.00
375 lin. ft.	18-inch Concrete Pipe	at 3.50	1,312.50
			$7,972.50

The work was commenced on July 16, 1956, and was completed on November 17, 1956.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EFPtia

RECEIVED
DEC 21 1956
FOR FILING

FI-1-8(6)

4497

December 21, 1956

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to C. R. O'Neil a portion of the funds heretofore retained by the Commission on contract No. 4497, for grading on the Louse Creek-Grants Pass (Merlin Hill) Section of the Pacific Highway in Josephine County.

This payment in the amount of $13,770.15 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $9,143.06. The present payment will be released on or after December 31, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
DEC 20 1956
FOR FILING

FF-138(6)

4497

December 20, 1956

Mr. Donald F. Myrick
Attorney at Law
205 Wing Building
Grants Pass, Oregon

Dear Sir:

In reply to your letter of December 17 we can advise that C. R.O'Neil has an address at 2525 Highway 99 South, Grants Pass.

C. R. O'Neil is prequalified with us and bids as an individual. We have no record of C. R. O'Neil Construction Company. We believe, however, that the construction work referred to in your letter is covered in our Contract No. 4497 on the Louse Creek-Grants Pass Section of the Pacific Highway, awarded to C. R. O'Neil. The contract was signed by Mr. O'Neil.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

DONALD F. MYRICK
ATTORNEY AT LAW
205-211 WING BUILDING GREENWOOD 6-3202
GRANTS PASS, OREGON

OFFICES WITH:
GENE L. BROWN
DONALD N. COULTER

December 17, 1956

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Will you please advise this office of the address of the C. R. O'Neil Construction Company which has recently been engaged in construction work on U. S. Highway 99 about 12 miles north of Grants Pass, Oregon, and the name of the individual who signed the contract with the State on the behalf of said company.

The Corporation Department has no record of this company and the above information is urgently needed to commence action against the company for damages arising out of a collision between the automobile of a client of this office and equipment owned by the O'Neil Company while the latter was engaged in the aforesaid construction work.

Thank you for your help in this matter.

Very truly yours,

D. F. MYRICK

Joseph J. Brown

BY: Joseph J. Brown

JJB:jh

REFERRED TO
BY SECRETARY

RECEIVED
DEC 20 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 20 1956
FOR FILING

FI-1 2(6)

4497

December 20, 1956

Mr. C. A. Walsh
12220 - 68th Avenue South
Seattle 88, Washington

Dear Sir:

This is in reply to your letter of December 17 concerning a claim that you have for gravel hauling on Highway 99 and west of Grants Pass on Highway 199. We believe that the contract to which you refer is our Contract No. 4497 for grading the Louse Creek-Grants Pass Section of the Pacific Highway, awarded to C.R. O'Neil, whose address is 2525 Highway 99 South, Grants Pass, Oregon.

If you wish to file a claim against the bond for this contract, please advise us of the amount of your claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

RECEIVED
DEC 13 1956
FOR FILING

FI-138 (6)

4497

Oregon State Hi

Gentlemen:

Herewit
of time on the lo
from May 31, 1956

The hea
that considerable
project. The addi
weather encounter
tually completed
to and including

Mr. C. G
this recommendatio

Encl.
cc Mr. Tom Edwards

EAP:of hi

RE

Dec 17, 1956
Seattle, Wash

A

Dear Sir;

I [illegible] the
addition of the contract, that
did the grant [illegible] near
Grant Pass [illegible].
He did work on the Grant Pass
to Hy # 199 on the west of
Grant Pass on Hy # 199. I did
some grading for the bridge
& still have some coming
to me. It was the C. R.
& I Rd Co, but am not sure
of that either. I would appreciate
this information very much
the date of my slips are for
July 31 & Aug 27, 1956
The Job No. was 17-1020 if
that is any help to you

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DEC 13 1956
FOR FILI

FI-12
4497

Thanking you very much for
your cooperation in this
matter

Sincerely yours

C A Welch
12220 - 68th Ave. S.
Seattle 88, Wash

RECEIVED
DEC 20 1956
OREGON
STATE HIGHWAY COMMISSION

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DEC 13 1956
FOR FILING

FI-138 (6)

4497

December 12, 1956

Request for extension of time
No. 21
December 17 and 18 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from C. E. O'Neil for an extension of time on the Lemme Creek-Grants Pass Section, Contract No. 4497, from May 31, 1956 to November 30, 1956.

The heavy storms of the 1955 and 1956 season revealed that considerable additional drainage would be necessary on this project. The addition of this drainage work, together with the bad weather encountered, resulted in the overrun. The project was actually completed on November 17, and I recommend that the extension to and including that date be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

dnel.
cc Mr. Tom Edwards

EAP:of hi

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FI-138(6)

4497

December 3, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Louse Creek-Grants Pass Contract No. 4497, Oregon FI-138 (6), from May 31, 1956 to November 17, 1956 to C. R. O'Neil, contractor.

The heavy storms of the 1955 and 1956 season revealed that considerable additional drainage would be necessary on this project. The addition of this drainage work together with the bad weather encountered resulted in the overrun. I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

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FI-132(6)
4477

November 20, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 17, 1956, on Contract No. 4477, Louse Creek-Grants Pass (Merlin Hill) Section, in Josephine County, in connection with Federal Aid Project No. FI-132(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DMPtlh

cc: Clarence G. Swanson

RECEIVED
OCT 4 1956

FOR FILING

FI-138(6)

4497

Salem, Oregon
October 4, 1956

Increase in Authorization
Contract No. 4497

Glenn E. Roberts
Resident Highway Engineer
Box 306
Grants Pass, Oregon

This is to advise you that at its meeting of September 27, 1956, the State Highway Commission approved an increase of $20,000.00 in project authorization on Contract No. 4497, Louse Creek-Grants Pass (Merlin Hill) Section in Josephine County.

The new total project authorization is $365,824.44. This amount should be used in all future reports.

S. H. Probert
Office Engineer

DHP:ls

cc: F. D. Morgan

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SEP 20 1956
FOR FILING

FI-13F (6)

~~4467~~ 4417

September 19, 1956

Oregon State Highway Commission

Gentlemen:

The grading contract on the Lower Creek-Grants Pass Section of Highway 0-99 will overrun its project authorization by $21,000, or 5.7 per cent. The reason for this overrun is that a grade change was made necessary because of encountering workable material that had to be excavated and backfilled. In addition to this the decomposed granite material, of which the major portion of the job was built, required additional drainage for erosion control, due to last winter's heavy storms.

In view of the above, it is requested that you approve an increase of $21,000 in the project authorization on Contract No. 4467.

This matter will be on the agenda.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:jc FC:WCW:me

cc Mr. S. H. Probert
Mr. Tom Edwards
Mr. C. H. Maison

Division Engineer

Deputy or Assistant State Highway Engineer

State Printing 86719

Form No. E-272—10M—7-55

195 REGON STATE HIGHWAY DEPARTMEN.

FI-135(6)
4497

Report on Expected Over-run of Project Authorization

Project Name Lowe Creek-Grants Pass (Merlin Hill) Date September 13, 1956

Highway Pacific Contract No. 4497

County Josephine Kind of Work Grading Contractor C. R. O'Neil

Contract Amount $278,899.50

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
Drainage Excavation	4,600	$ 1.00	+$4,600.00
18" Concrete Pipe	1,800	3.50	+$6,300.00
24" Concrete Pipe	400	5.00	+$2,000.00
Sprinkling	2,200	3.00	+$6,600.00

Minor items, unitemized algebraic total - $9802.50

Subtotal $+9,697.50

Approved work orders (Price, extra work and state force orders) $+18,587.00

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
Flagging	+ $ 1,230.00
Moving Telephone Poles	+ 3,015.00
PA #2 Special Drainage	+ 4,545.00

Minor items, unitemized algebraic total + 114.28

Subtotal $+ 8,904.28

Authorization for engineering $+ 22,673.96

Expected over-run or under-run of engineering authorization $+ 7,328.04

Costs not included above (explain) Landscaping (approved by Commission) $+ 27,000.00

Allowance for future contingencies (6 % of work remaining) (See back of sheet) $+ 4,000.00

Credits to come from transfers and deductions (see back of sheet) $- 11,563.00

Present estimate of project cost $365,525.28

Brief Statement of principal causes of over-run:

(See back of sheet)

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$345,824.44
Present estimate of project cost	$365,525.28
Expected over-run (Amount)	$19,700.84
Expected over-run (per cent)	5.70%

Space to right of this line is for use of Salem office.

Submitted by: G. E. Roberts, Resident Engineer

Confirmed by: F. D. Morgan, Division Engineer

Noted by: [signature], Construction or Bridge Engineer

Noted by: [signature], Deputy or Assistant State Highway Engineer

State Printing 86719

Statement of Allowances for Future Contingencies:

Oil Detours (State Force)	$1,200.00	
Exc. Unstable Material (Anticipated Claim)	2,800.00	
		$ 4,000.00

Statement of Credits:

Fencing: Charge to R/W	4,063.00	
Emergency Relief Project	7,500.00	11,563.00

Statement of Causes of Overruns:

1. Approximately 9,000 C.Y. of unstable material had to be excavated below subgrade on the South end of the project in order to stabilize roadbed. This will be used as topsoil material in the landscaping work as authorized. Additional yardage as above has increased haul items. Additional claims in approximate amount of $2,800.00 anticipated and has some basis.

2. Additional subdrainage costs for pipe drains, special backfill in drains, and drainage excavation unclassified were incurred in taking care of heavy flows of underground water encountered during the excavation. These conditions required the expenditure of $7,000.00 not anticipated.

3. On the northerly half of the job not enough cross drainage was provided in the contract plans for local water courses and to drain the median strip, estimated cost $15,000.00 of which $7,500.00 is to be covered by a flood damage appropriation of $7,500.00.

Provision was made in the contract authorization in the amount of $2,000.00 for moving power line but no provision was made for the cost of moving telephone lines for which we have been billed in the amount of $5,165.00

FORM S-135 500M REVISED 2-55

RECEIVED
AUG 9 1956
FOR FILING

FI-138(6)

4411

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

August 7, 1956

NOTED
W. C. WILLIAMS

R. E. Anderson
Superintendent of Construction and Plant Engineering
The Pacific Telephone and Telegraph Co.
Portland, Oregon

Dear Sir:

Your invoice No. 55-54963 covering the relocation of your existing facilities on the Louse Creek - Grants Pass section of U.S. 99, together with your explanation as to the overrun of your original estimate, has been received in this office.

The substitution of 101 pair, 19 gauge cable, for 101 pair, 22 gauge cable, appears to be a betterment to your existing facilities, for which we will be unable to reimburse you.

This would result in a reduction of your invoice from $5,165.27 to $3,769.76.

Will you kindly advise us if you wish to have us make the necessary corrections, or if you wish to submit a revised invoice.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: C. H. Maison

C. H. Maison
Auditor

CHM:rh
CC - W. C. Williams
L. H. Young
F. D. Morgan
Carl Smith

RECEIVED
AUG 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 1956
FOR FILING

FI-12(6)

4477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2nd, 1956

SUBJECT: Louse Creek-Grants Pass
Pacific Tel. & Tel. Relocation

To: Mr. C. H. Maison
Auditer
O f f i c e

NOTED
W. C. WILLIAMS

I am forwarding herewith bills for the necessary moving of the Pacific Tel. & Tel. facilities on the Louse Creek-Grants Pass Section.

There is a state force order for $2,150.00 covering this work. The bills for the work amount to $5,165.27. Attached hereto is a copy of a letter from Pacific Tel. & Tel. explaining the overrun in their estimate. I call your attention to the difference in the cable used. The existing facility was apparently a 101 pair, 22 gauge. Because this gauge could not be procured at the time for moving, the company used 101 pair, 19 gauge. This resulted in a cost of $1,213.49 more than originally contemplated.

I believe that this is a betterment and approved the attached bills with the reservation that this item should be looked into and some commerce had with the telephone company regarding an adjustment for this item.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY:AR
Enc.

cc to: W. C. Williams

RECEIVED
AUG 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1956

SUBJECT: Louse Creek-Grants Pass Sec.
Pacific Highway
Contract No. 4497

W. C. WILLIAMS

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Confirming our telephone conversation of a week or two ago regarding the paving of the frontage roads on the subject-named job, it has been decided that these frontage roads shall be paved to the depth of 1" AC. In the event an O-9 treatment would prove more convenient, this can be considered. This is done for the purpose of holding the current contract within the allowable limits of the project authorization.

The extra 2" depth of paving on these frontage roads will be taken care of on the next job.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

JUN 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:ep

cc - W. C. Williams
O. E. Roberts
Frank Hall

Footnote: The request for overrun of project authorization which was recently submitted is being discarded.

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MAY 2 - 1956
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4497

Salem, Oregon
May 2, 1956

Project Authorization on
Contract No. 4497

Mr. Glenn E. Roberts
Resident Highway Engineer
Box 306
Grants Pass, Oregon

At its meeting held on April 26, 1956, the Oregon State Highway Commission approved an increase of $27,000 in project authorization on Contract No. 4497, Louse Creek-Grants Pass (Merlin Hill) Section of the Pacific Highway in Josephine County.

The present project authorization is $345,824.44. This amount should be used in all future reports.

S. H. Probert
Office Engineer

DHPebb

cc: Tom Edwards

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APR 17 1956
FOR FILING

FORM E-30X—37,500—2-55—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1956

SUBJECT:

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

W. C. WILLIAMS

The subcontract between C. R. O'Neil and the Rogue River Paving Company, covering the furnishing and placing of Item 16 to 22, inclusive, on the Louse Creek-Grants Pass Section, Contract No. 4497, Oregon FI-138 (6) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
1956
OFFICE OF
ENGINEER

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MAR 9 - 1956
FOR FILING

March 9, 1956

Oregon State Highway Commission

Gentlemen:

We have under contract the grading of the Lenna Creek-Grants Pass Section of the Pacific Highway, Contract No. 4427. This section is more commonly known as the Merlin Hill Section. We had planned to include in the surfacing and paving project necessary landscaping to control erosion of the cut banks, fill slopes, et cetera.

We now find that such erosion control must be undertaken before another winter, or serious damage will result. A considerable amount of the soils in this area are disintegrated granite, and the heavy rains are washing the cut and fill slopes in a very harmful manner. To properly protect the slopes by seeding and mulching is estimated to cost $27,000, and it is requestfully requested that you increase the project authorization on the existing grading contract in such amount. The present authorization is $318,828.44, which, if you approve, will be increased to $345,828.44.

This matter will be on the agenda, and I recommend your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. H. H. Astrup
Mr. C. H. Malsen

WCW:ms fn

FORM E30—50M—10-54—78488

OREGON STATE H[illegible]

INTER[illegible]EPAR

Allotment $420,000
Estimated cost to 12/31/55 $378,000

Amt. set up $318824.44
Contingencies $12752.98
" remaining $689.98

Cost of job to date approx. $118000

No funds for paving in this years program

To: Mr. W. C. Williams
Deputy State Highway En
O f f i c e

Through an error [illegible] on the subject project were [illegible] has since been disclosed that [illegible] the excavation and embankment [illegible] ious erosion problem. This ha[illegible] winter.

Corrective measures to [illegible] completed before the fall rains [illegible] has not yet been scheduled, funds [illegible] with the pavement project. There [illegible] the grading project to cover our w[illegible] that an additional authorization be [illegible] amount of $27,000.

Our estimate of the work is [illegible]s follows:

Median Strip

Excavation and placing 4" topsoil, 3725 c. y. @ $1.50	$5587.00	
Seeding and mulching 7 acres @ $225	1575.00	
Oiled burlap gutter 4400' @ .25	1100.00	
		$ 8,262.00

Fill Slope Treatment

Seeding and mulching 13 acres @ $225	$2925	
Compacting slopes 62920 s.y. @ .10	6290	
Excavation and placing topsoil, 7000 c.y. @ $1.00	7000	
		16,215.00

Cut Slope Treatment

Seeding and mulching 11 acres @ $225	$2475	
		2,475

TOTAL $26,952.00

FORM E30—50M—10-54—79468

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1956

SUBJECT: Seeding and Mulching -
Louse Creek-Grants Pass Section
Pacific Highway

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Through an error of omission funds for the control of erosion on the subject project were not requested at the time of contracting. It has since been disclosed that the decomposed granite comprising most of the excavation and embankment material on this section poses a very serious erosion problem. This has been amply demonstrated during the past winter.

Corrective measures to control erosion must be taken and completed before the fall rains begin. Consequently, and as the paving has not yet been scheduled, funds to control erosion cannot be requested with the pavement project. There are insufficient contingency funds in the grading project to cover our work and, therefore, it is recommended that an additional authorization be obtained from the Commission in the amount of $27,000.

Our estimate of the work is broken down as follows:

Median Strip		
Excavation and placing 4" topsoil, 3725 c. y. @ $1.50	$5587.00	
Seeding and mulching 7 acres @ $225	1575.00	
Oiled burlap gutter 4400' @ .25	1100.00	
		$ 8,262.00
Fill Slope Treatment		
Seeding and mulching 13 acres @ $225	$2925	
Compacting slopes 62920 s.y. @ .10	6290	
Excavation and placing topsoil, 7000 c.y. @ $1.00	7000	
		16,215.00
Cut Slope Treatment		
Seeding and mulching 11 acres @ $225	$2475	
		2,475
TOTAL		$26,952.00

Due to the highly erosive character of the soils on this project it is believed that the unusual measures for stablizing the fills are justified. Topsoil is available at the south end of the project and has to be removed as it is unsuitable as a fill material. It should be saved and used to improve the fertility of the median strip, the balance being used to cover the more important fills, particularly at the ends of the structures at the Grants Pass intersection.

This work has been discussed with Division Engineer Edwards and members of the Construction Department and has their approval.

The seeding and mulching will be accomplished by state forces but it is anticipated that the spreading of the topsoil and the compacting of the fills can be done by price agreement with the contractor.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl

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FOR FILING

FI-13:(6)

4497

November 29, 1955

Mr. H. E. Anderson
Superintendent of Construction and Plant Engineering
The Pacific Telephone and Telegraph Company
Portland, Oregon

Dear Sir:

In your letter of November 8, you advised that the estimated cost of moving seven poles now located on private property to permit construction of the Louse Creek-Grants Pass Section of U399 is $3,010 and requested authorization to bill the Oregon State Highway Department for the actual cost of the work performed, with credit for depreciation and salvage as stated in your letter.

This letter is to request that you proceed immediately with the relocation of your facilities, and the State will reimburse you for the moving of all poles where you have recorded easements or other rights.

You had furnished us easement rights for five of the seven poles, and it appears that the other two poles were placed on public domain before any patent was issued. It thus appears that you are entitled to payment for the moving of the two poles even though you have not furnished easements for the same.

I would appreciate your early moving of the poles involved so that the highway construction may not be delayed.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. C. W. Enfield
Mr. Forrest Cooper
Mr. C. H. Unison
Mr. Tom Edwards

WCW:me:gm

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DEC 1 1955
FOR FILING

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4497

file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1955

SUBJECT: Louse Creek-Grants Pass
Pacific Highway
Contract No. 4497

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

L

I am submitting herewith State Force Order covering the moving of telephone poles along the subject-named section as shown on the attached sketch map.

The Pacific Tel & Tel Company has furnished us with an estimate of $3,010.00 to move the seven poles necessary. Further inquiry to the field has resulted in a recommendation from Division Engineer Edwards that we pay only 5/7 of this bill due to the fact that two of the seven poles requiring moving were placed on government land before it was patented and no record right exists covering this occupancy.

Also attached hereto are copies of private easements by which the telephone company holds a right on private property to occupy the same with their poles.

I recommend that this State Force Order be approved and that the telephone company be notified of the extent of our participation in moving the poles.

A copy of Edwards's letter is also attached for your information.

L. H. Young
Assistant Construction Engineer

LHY:dt

Encls.

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

PORTLAND, November 8, 1955

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

We have been advised informally by Mr. Glen E. Roberts, Resident Engineer at Grants Pass, that it will be necessary to relocate portions of our exchange facilities north of Grants Pass due to the construction of the Pacific Highway, Louse Creek-Grants Pass Section, Project Number FI-138 (8).

The pole lines affected are now located on private property where we have recorded easements and other rights, and it is anticipated that we will be reimbursed for the expenses incurred in the relocation of our facilities.

It would be appreciated if you will furnish us a letter of authorization to bill the Oregon State Highway Department for the actual costs of relocating our facilities which are estimated to be as follows:

Total estimated cost of placing and removing pole line, cable, and wire	$4961.02
Less:	
Depreciation Credit Allowance	401.00
Salvage	1550.02
Estimated Net Billing	$3010.00

In order that we may commence our work without unduly delaying the construction project, your early attention in this matter will be appreciated.

Yours very truly,

R. E. ANDERSON

R. E. Anderson
Superintendent of Construction
and Plant Engineering

RECEIVED
OCT 31 1955
FOR FILING
OREGON DISTRICT
FI-138(6)
4477

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 19, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project FI-138(6), Louse Creek-Grants Pass Section (Merlin Hill Undercrossing) of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
OCT 1 1955
STATE HIGHWAY COMMISSION

RECEIVED
OCT 6 1955
FOR FILING

F 3-1-38(c)

October 5, 1955

Mr. V. W. Hammond
Distribution Superintendent
The California Oregon Power Company
216 West Main Street
Medford, Oregon

Dear Sir:

This is in response to your communication of September 30 with reference to the request of Mr. Tom Edwards, State Highway Division Engineer at Roseburg, concerning the necessity of moving some of your facilities in connection with highway construction north of Grants Pass.

Just south of Highway Station 1035 Mr. Edwards requested removal of your facilities, and we will pay you for the moving of such of your facilities as are presently on private property, your estimate of which is $872.00.

At Station 1050 you state that six poles are in the way of the new highway construction and that three of the poles are on private property and three on the state highway right of way. You state that the only feasible way to move your facilities is to move the section of line to the west of the highway, in which you will bill us for one half and pay one half of the cost yourselves, the estimated cost to the State of this movement being $1,042.00. The bills will be computed upon the plan that you outlined.

You, of course, understand that we are not in favor of this plan but will make no objection to its use in the present instance, without prejudice to our future course of action.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. W. C. Williams
Mr. C. H. Maison
Mr. Tom Edwards

THE CALIFORNIA OREGON POWER COMPANY
216 WEST MAIN STREET
MEDFORD, OREGON

RNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON
September 30, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Gentlemen:

This is in reference to your Mr. Tom Edwards' call at this office on September 13th concerning the necessity of moving some of our facilities in connection with your highway reconstruction north of Grants Pass. Some of these facilities are to be moved at our expense for the reason we now occupy roadways and in other cases, we claim recompense as our facilities are located on private property.

Just south of new Highway Station 1035 Mr. Edwards stated our facilities were in the way and at this location we are on private property. We have prepared an estimate to make the necessary rearrangements to comply with Mr. Edwards' request and estimate the payment by the Highway to be $872.00.

At Station 1050 there are six poles which are in the way of new construction; three of which are on Highway right of way and three of which are on private property. Due to the highway construction at this point, the only feasible way to move our facilities is to rebuild this section of line to the west of the new highway and in this connection we told Mr. Edwards we proposed to set the work up on one job and bill the State Highway Department for their prorata share of 50% of the cost. The procedure was agreeable to Mr. Edwards and I understood you to say during my last visit to your office when we also discussed this matter, the procedure was agreeable to you. Two additional poles are included in the job which will be removed in order to tie in with the new construction and we propose to figure the salvage from those poles and their related material in on this job as the salvage values will be greater than the removal cost. This is being done in the interests of simplicity in completing the job. The estimated payment by the State under this procedure is $1,042.00.

The bills will be computed on the basis of allowing the Highway Department accrued depreciation on the original cost of the old installations and depreciated salvage on all reusable materials. If you will send us a letter authorizing us to so bill you and stating you will accept and pay the bills, as outlined herein, we will authorize the work to be done and proceed to move the facilities as quickly as possible.

The authorization for other work requested by Mr. Edwards and for which no billing will be rendered to the Highway Department is being made at once and

September 30, 1955

the work will be completed as quickly as possible and I believe well in advance of your contractor's needs.

Very truly yours,

THE CALIFORNIA OREGON POWER COMPANY

V. W. HAMMOND
Distribution Superintendent

VWH/sc

RECEIVED
1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 14 1955
FOR FILING

FI-138(4)
4497

Salem, Oregon
September 9, 1955

Lemee Creek-Grants Pass Sect.
(Merlin Hill)

Mr. Virgil O'Neil
Assistant Office Engineer
B U I L D I N G

It is requested that you add $2500 to the estimation for the subject job for seeding, mulching and refertilizing for erosion control. It is anticipated that the work will be accomplished by State Forces under the supervision of the Landscape Engineer.

W. C. Williams
Deputy State Highway Engineer

cc Mr. H. C. Smith
Mr. M. H. Astrup

RECEIVED
AUG 31 1955
FOR FILING

August 31, 1955

Mr. C. R. O'Neil
Route 2, Box 116
Creswell, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4497, covering the Louse Creek-Grants Pass (Merlin Hill) Section of the Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
AUG 23 1955
FOR FILING

FI-138(6)
4497

August 22, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 8, 1955, on Contract No. 4497, Louse Creek-Grants Pass (Merlin Hill) Section, in Josephine County, in connection with Federal Aid Project No. FI-138(6)

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEPtia

RECEIVED
SEP 6 - 1955
FOR FILING

FI-1386
4497

August 12, 1955

NOTED
J. Mc C.

Mr. C. R. O'Neil
Route 2, Box 116
Creswell, Oregon

Dear Sir:

The State Highway Commission on June 30, 1955 accepted your proposal for grading Louse Creek-Grants Pass (Merlin Hill) Section of the Pacific Highway in Josephine County for the sum of $478,899.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4497.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

Pacific Builder & Engineer, Inc.,
2418 Third Avenue
Seattle 1, Washington
Att'n. Dorothy McCormack

RECEIVED
AUG 12 1955
FOR FILING

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 12, 1955

Mr. C. R. O'Neil
Route 2, Box 116
Creswell, Oregon

Contract for grading Louse Creek-Grants Pass (Merlin Hill) Section of Pacific Highway, Josephine County for which you submitted low bid on June 30, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

District Engineer

SHP:ia

RECEIVED
AUG 12 1955
FOR FILING

F...
4-177

August 12, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for roadbed construction on the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County, Project FI-130(6) to C. R. O'Neil of Cresswell, Oregon, on the basis of the bid of $278,899.50 submitted on June 30, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
AUG 15 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

FI 13 1(6)
4-1-55

08-35

August 12, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project FI-138 (6), Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County, we hereby concur in award of Contract No. 4497 as of this date to C. R. O'Neil of Creswell, Oregon, low bidder in the amount of $278,899.50 at the June 30, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
AUG 15 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 21 1955
FOR FILING
FI-138(6)
11497

June 14, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P. S. and E. documents for Oregon Project FI-138(6), Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County, have been reviewed in this office. It is noted that the special provisions contain a supplemental provision providing that the State will reimburse the contractor for 57-1/2% of the cost of "flagmen" labor, insurance on "flagmen" labor, and contribution to "Health and Welfare" fund of a labor union up to a maximum of ten cents an hour.

We are unable to find any ruling in our files which would permit Federal participation in the cost of flagmen's labor on an hourly basis on contract projects and we consider this feature of the project is ineligible for Federal funds.

The P. S. and E. documents are approved and advertising is authorized subject to the condition that Federal funds are non-participating in the cost of "flagmen" labor.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. O. POLK
District Engineer

Original to
Mr. Probert

RR-1A(3) Louse Jr.-Franks Pass Sec. 1957
4407
Emerg. Relief Proj.

Form PR 2 (Revised 1950)

State Oregon

Project No. ER-18(3)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ER-18(3)
Farmer Kelly Proj

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of April, 19 57,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 17th day of February, 19 56, a program, which was approved on the 17th day of April, 19 56, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 18th day of February, 19 57, and the sum of three thousand, nine hundred eighty five and 00/100

dollars ($ 3,985.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

~~Between~~ Flood damage repair between Stations 1122+00 and 1130+00, northeast of Grants Pass,

, length 0.000 miles, in Josephine County, being Oregon project No. ER-18(3), consisting of 0.000 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~structures lengths~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three thousand, nine hundred eighty five and 00/100 dollars ($ 3,985.00), which does not exceed the authorized Federal pro rata share of seven thousand, nine hundred seventy two and 50/100 dollars ($ 7,972.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By Chas N Reynolds
Member, State Highway Commission
(Title of officer)

By M. K. McClure
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By C H Tolk
District ~~xxxxxxx~~ Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379-8

A4.62

March 27, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission for the Louse Creek-Grants Pass Section, Project No. Er-18(3).

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HCslbr

Enclosures

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)
Louse Creek - Grants Pass Section
Pacific Highway
Josephine County

NATURE OF WORK:
Flood Damage Slide Removal

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

DATE OF COMPLETION:

REMARKS: Emergency Relief Project. Work to be done by State forces.

January 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Louse Creek-Grants Pass Section, Project No. RE-18(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:ia

Oregon State Highway Department

Federal Aid
Project No. BR-16(3)

LOUSE CREEK-GRANTS PASS SECTION OF THE

PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on estimated cost of work performed under Price Agreement No. 5, Contract No. 4497.)

Salem, Oregon, January 23, 1957

Type Code 0010
Slide Removal (Sta. 1122+00 to Sta. 1130)

Price Agreement No. 5 Contract No. 4497

32,000 cu. yds.	General Excavation, Unclassified	$0.20	$ 6,400.00
260 cu. yds.	Drainage Excavation, Unclassified	1.00	260.00
375 lin. ft.	18 Inch Concrete Pipe	3.50	1,312.50
			$ 7,972.50

Length of Project 0.000 Mile

Federal Funds	$ 3,985.00
State Funds	3,987.50
	$ 7,972.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1930; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

BFI-161(24) Cottage Grove-Divide Unit, 1955
Goshen-Divide Sec., Pacific
#4498 Hwy.

BFI-161(24)	Cottage Grove-Divide Unit, Goshen-Divide Sec., Pacific Hwy.	1955
#4498		

RECEIVED
JUN 9 1958
FOR FILING

BFT-161(24)

4498

June 6, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In reply to your letter of June 4, 1958, this is to advise you that all work, including State Force Work, was completed on March 29, 1958, on Contract No. 4498, Cottage Grove-Divide Unit, Cushen-Divide Section in Lane County, Project BFT-161(24).

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pearson
Assistant State Highway Engineer

DEPiss

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM OREGON

08-35.8

June 4, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received, and approved, your order for State Force Work No. 224, 238 revised, covering seeding and mulching on the Cottage Grove - Divide unit, Goshen - Divide Section of the Pacific Highway in Lane county.

In order to bring our records up to date will you please forward a letter notifying us of the date of completion of the project, including all State Force work.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

RECEIVED
JUN 3 1958
FOR FILING

June 2, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 22h, 838 Revised, covering seeding and mulching on the Cottage Grove-Divide Unit, Coast-Divide Section of the Pacific Highway in Lane County, Contract No. 1499, in connection with Federal Aid Project No. SPI-2(1)(2h).

This is a revised order to correct the estimated amounts and unit costs of erosion control on the interchange and slide areas. Copies of a letter of explanation from Mr. Hank H. Astrup are attached.

Your approval of this order, as revised, is requested.

Federal participation is estimated at $1,560.00

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. H. Pearson
Assistant State Highway Engineer

Encl.

RECEIVED
MAY 13 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

May 7, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
DST-161 (211)			
4498 (VOUCHER NO.)	16 P.F. (WARRANT NO.)	Parker Schram Company (AMOUNT)	(DATE)
9811	H211457	$17,553.97	5-7-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: Sept. 30, 1956

Time Extensions: Aug. 30, 1957

Completion Date: Aug. 24, 1957

Date Accepted: Feb. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: May 7, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAY 8 1958

NOTED ON CARD

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APR 24 1958
FOR FILING

Apr. 23, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

You are hereby notified that a post-final payment will be made to Parker-Schram Company on Contract No. 4498, for paving on the Cottage Grove-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $513,767.15, including the post-final payment of $17,553.97. Of the total, $4,465.04 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: Amerada & Schram
520 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAY 2

NOTED
W. C. WILLIAMS April 23, 1958

FINAL COST ANALYSIS

Paving
Parker-Schram Co., Contractors
Geary Worth, Resident Engineer

Pacific Highway
Prefix: 20-1014

Cottage Grove-Divide Unit
Goshen-Divide Section
Contract No. 4498

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Removal of Pavement	2,057.9	Sq. Yds.	$ 0.20	$ 0.18	$ 375.23	$ 411.58
General Excav., Unclass.	36,039.8	Cu. Yds.	0.50	0.456	16,424.75	18,019.90
Short Overhaul	165,177.8	Yd. Stas.	0.01	0.009	1,506.98	1,651.78
Long Overhaul	3,606.4	C-yd. Stas.	0.40	0.36	1,314.52	1,442.56
1½" Electrical Conduit	246	Lin. Ft.	1.50	0.87	214.86	369.00
2½"-0 Rock in Base	140,198	Cu. Yds.	1.45	2.17	303,886.22	203,287.10
3/4"-0 Rock in Base	20,700	Cu. Yds.	1.60	2.45	50,781.01	33,120.00
Sprinkling	2,491.5	M-gal.	1.50	1.78	4,436.61	3,737.25
Preparation of Base	6.43	Mile	150.00	136.38	876.94	964.50
3/4"-0 Rock in Binder Course	1,392	Cu. Yds.	2.50	4.73	6,580.15	3,480.00
RC-3 Asphalt	203.68	Ton	43.40	39.51	8,046.93	8,839.71
Class "B" Asphaltic Concrete	31,214.215	Ton	5.05	5.35	166,964.75	157,631.79
RS-1 Asphalt	9.74	Ton	75.00	83.42	812.54	730.50
Asph. Conc. Traffic Markers	999.4	Lin. Ft.	0.75	0.57	567.17	749.55
PA #1 RS-2 Asphalt	9.18	Ton	75.00	83.42	765.83	688.50
PA #3 Drainage Exc., Unclass.	58.08	Cu. Yds.	4.00	3.63	210.79	232.32
PA #3 Dragline Exc., Inlay Ditches	3,574.1	Cu. Yds.	0.90	0.82	2,930.14	3,216.69
PA #3 General Exc., Unclass.	30,000	Cu. Yds.	0.50	0.47	14,167.34	15,000.00
PA #3 Short Overhaul	154,822.1	Yd. Stas.	0.01	0.009	1,462.38	1,588.22
PA #3 Long Overhaul	3,380.3	C-Yd. Stas.	0.40	0.377	1,276.41	1,352.12
PA #3 Concrete Catch Basins	1	Each	100.00	102.00	102.00	100.00
PA #3 Large Quarry Rock Riprap in Place	4,064.77	Ton	2.00	1.61	6,552.75	8,129.54
PA #3 ¼"-#10 Cr. Rock Special Backfill in Place, Truck Measure	96	Cu. Yds.	5.65	2.24	214.61	542.40

Contract 4498

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #3 18" CMP 16 Ga. Galv., Asphalt Coated	308	Lin. Ft.	$ 5.60	$ 5.53	$ 1,703.74	$ 1,724.80
PA #3 12" CMP 16 Ga. Galv., Asphalt Coated	258	Lin. Ft.	4.00	3.86	996.34	1,032.00
PA #3 24" Conc. Culvert Pipe	9	Lin. Ft.	9.00	8.49	76.43	81.00
PA #3 6" CMP, Perf. Drain 16 Ga. Galv., Asph. Coated	1,287	Lin. Ft.	1.75	1.62	2,079.50	2,252.25
PA #3 18" Conc. Culvert Pipe	148	Lin. Ft.	5.00	4.74	701.74	748.00
PA #3 12" Conc. Culvert Pipe	24	Lin. Ft.	2.85	2.68	64.37	68.40
PA #4 Quarry Rock Subgrade Reinf. in place	2,725	Cu. Yds.	1.70	1.72	4,696.63	4,632.50
PA #5 Clearing and Grubbing	100%	All	300.00	27.85	27.85	300.00
PA #6 6" CMP Perf. Coated	33	Lin. Ft.	0.90	0.90	32.34	32.34
PA #6 18" Galv. CMP	22	Lin. Ft.	3.26	3.26	71.72	71.72
PA #7 2½"-0 Cr. Rock in S.P.	1,393.2	Cu. Yds.	1.10	1.768	2,463.45	1,532.52
PA #7 3/4"-0 Cr. Rock in S.P.	586.3	Cu. Yds.	1.25	1.768	1,036.68	732.88
PA #7 3/4"-¼" Cr. Rock in S.P.	900.9	Cu. Yds.	1.75	1.768	1,593.01	1,576.58
PA #7 ¼"-0 Cr. Rock in S.p.	2,522.9	Cu. Yds.	1.75	1.768	4,460.97	4,415.08
PA #7 ½"-¼" Seal Aggregate in Stockpile	1,666.4	Cu. Yds.	3.00	1.768	2,946.53	4,999.20
PA #7 ¼"-#10 Seal Aggregate in Stockpile	738.0	Cu. Yds.	3.00	1.768	1,304.92	2,214.00
PA #8 Rock in Base	160,898	Cu. Yds.	0.08	0.08	12,871.84	12,871.84
PA #8 Class "B" Asph. Conc.	31,214.215	Tons	0.15	0.15	4,682.13	4,682.13
Force Account					3,986.38	4,465.04
Aggregates Sold to Others, and Used on the North Oakland Section	917.1	Cu. Yds.	1.70	1.768	1,621.60	1,559.07
					$637,986.94	$515,326.22

Total Cost	$637,986.94
Gross Revenue	515,326.22
Net Loss	$122,660.72

Net Loss Equals 23.80 Per Cent of the Gross Revenue

CRUSHING BREAKDOWN

Item	Cu. Yds.	Total Cost	Unit Cost
Strip Pit	202,156.8	$ 7,145.87	$0.03534
Drill and Shoot	202,156.8	71,714.14	0.35474
Move In and Set Up	202,156.8	18,757.44	0.09278
Haul and Feed	196,081.8	91,706.52	0.46769
Crushing	196,081.8	146,443.65	0.74685
Stockpile	35,183.8	2,489.93	0.07077
	Average Cost Per Yard		$ 1.76817

MATERIALS PLACED ON ROAD - COST AT PLANT:

2½"-0 Rock in Base	140,198	Cu. Yds.	At	$1.6974	Per	Cu. Yd.
3/4"-0 Rock in Base	20,700	Cu. Yds.	At	1.6974	Per	Cu. Yd.
Aggregate in Class "B" Asphalt	24,971	Cu. Yds.	At	1.76817	Per	Cu. Yd.
3/4"-0 in Binder	1,392	Cu. Yds.	At	1.76817	Per	Cu. Yd.
Large Quarry Rock, PA #3	3,350	Cu. Yds.	At	.4828	Per	Cu. Yd.
Quarry Rock in Subgrade, PA #4	2,725	Cu. Yds.	At	.4828	Per	Cu. Yd.

MATERIAL PLACED IN STOCKPILE:

PA #7 and Rock Sold or Used Elsewhere	8,820.8	Cu. Yds.	At	$1.76817	Per	Cu. Yd.
	202,156.8	Cu. Yds.				

Detail of Cost

Labor:

Labor					$206,844.49	
Labor Insurance					17,485.79	
Health and Welfare					6,301.33	
						$230,631.61

Materials:

Fuel Oil				$ 6,026.35	
85-100 Asphalt	1,558.24	Tons	at $22.50	35,060.40	
RC-3 Asphalt	203.18	"	" 25.75	5,231.89	
RS-1 "	9.74	"	" 25.20	245.45	
RS-2 "	9.18	"	" 25.20	231.34	
Freight on Asphalt				9,969.90	
Electrical Conduit				187.25	
Ready Mix Concrete				18.48	
Cement and Sand				28.10	
Fence Post Clips	400	Each	at $ 0.02	8.00	
Muck Sand				2,133.44	
Asphaltic Concrete				185.72	
18" C.M.P. Asphalt Coated	330	Lin. Ft.	" 3.26	1,075.80	
18" Bands	14	Each	" 3.26	45.64	
12" C.M.P. Asphalt Coated	300	Lin. Ft.	" 2.33	699.00	
12" Bands	13	Each	" 2.33	30.29	
6" C.M.P. Perf. Drain Asphalt Dipped	1,320	Lin. Ft.	" 0.98	1,293.60	
6" Bands	64	Each	" 1.14	72.96	
24" Concrete Pipe	9	Lin. Ft.	" 3.20	28.80	
18" " "	148	" "	" 2.10	310.80	
24" " "	24	" "	" 1.00	24.00	
18" x 18" C.M.P. Tee	1	Each	" 31.41	31.41	
18" Bands	2	"	" 3.37	6.74	
					62,945.36

Equipment Rental & Misc. Supplies:

Equipment Rental, Owned	$244,145.41	
" " , Hired	6,285.76	
Gas, Oil and Grease	35,490.21	
Electric Power	7,312.38	
Explosives and Drill Steel	27,122.51	
Freight and Cartage	2,359.95	
Bond	2,697.66	
P.L. and P.D. Insurance	2,585.55	
Small Tools & Misc. Supplies	4,267.80	
Home Office & General Overhead	12,142.74	
		344,409.97

Total Cost $637,986.94

Remarks:

This was a "Federal Aid Bond Project" calling for the construction of certain portions of highway roadbed in the Divide overcrossing structure involving 36,039 cu. yds. of excavation, construction of 6.43 miles of stone base and shoulders, 31,214 tons of asphaltic concrete pavement and 0.13 mile of Type O-11 oil mat wearing surface on the Cottage Grove-Divide Unit of the Goshen-Divide Section of the Pacific Highway in Lane County. The project was bid June 30th, 1955 and awarded August 12th, 1955. Work started June 26th, 1956 and was completed August 30th, 1957. Final received April 17th, 1958.

The contractor moved in one HD-20 tractor and dozer, two DW 10's and scrapers, one D8 cat and dozer and started stripping the quarry in September of 1955. After this was completed all work shut down until June 26th, 1956, at which time the contractor moved in two compressors, one 315 and one 600 C.F.M., and three heavy wagon drills and started drilling the quarry. Additional stripping had to be done before all of the quarry could be drilled. One D8 and dozer and two DW 10's with scrapers were used. Drilling continued and the first blasting was done on August 3rd. The drilling and blasting continued until almost the end of the crushing. The contractor started moving in his crushing plant the week of July 21st and completed set-up and started to crush out the base rock September 26th. The production of the crusher was hampered somewhat by large rock which required some secondary shooting and also by a 24" x 36" primary jaw crusher, which was too small to accomodate the rock too small to reshoot and would plug up the crusher and would stop all production until it was either broken up or removed. The contractor brought five 20-yard trains on the project to haul the base rock but with the low production only two or three could be used. The 196,081 cu. yds. was produced in 1,624 hours operating time for an average of 120 cu. yds. per hour on the total output. The contractor suffered a loss on all rock products due to low bid prices and slow production.

The contractor moved in his asphalt mixing plant and set up during the winter months so he would be ready to pave as soon as possible in the spring, but due to inclement weather this was delayed until June 3rd, 1957. The paving was done in record time without too much delay except for the south end. This short section was delayed due to the slide that had to be removed before the road could be finished. The contractor shows a loss on this item only because of the aggregate cost being high.

The contractor, with low bid prices on the main items of the contract and with slow operations, suffered a loss.

M. N. Juve
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
APR 3 1958
FOR FILING

BFI 161(3)

4498

File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1958

SUBJECT: Cottage Grove-Divide Section
Pacific Highway
Contract No. 4498

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

L

I am submitting herewith Price Agreement No. 8 which covers the reimbursement of the contractor for additional expense incurred in the paving of the subject named section due to the fact that grade and structures were not delivered to the contractor within the time limit contemplated in the contract as let.

This allowance is intended to compensate the contractor for raise in wages and in certain materials such as belting and fuels which he would not have had to stand could the contract been completed in the period originally contemplated. This settlement comprises about 30 per cent of the contractor's original claim and it is thought to be fair to all parties concerned. It represents a final settlement of all claims on this contract.

It is, therefore, recommended that this price agreement be approved as submitted.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

RECEIVED
APR 4 1958
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OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Cottage Grove-Divide Date March 27, 1958

Highway 4498 Pacific Contract No. 4498

County Lane Prefix 20-1014

Contractor Parker-Schram Company F. A. Project No. BFL-161(24)

Address 200 Builders Exchange Building, Portland, Oregon Price Agreement No. 8

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Compensate contractor for losses sustained by reason of State not fulfilling commitments on delivery of finished grade and structures to paving contractor in time as originally represented.

Locations by station numbers:

Throughout project.

Names of pay items, estimated quantities and agreed prices:

Additional payments to be as follows:

Rock in Base	160,898 Cu. Yd.	at $0.08	per Cu. Yd.	$12,871.84
Class "B" Asphaltic Concrete	31,214.215 Ton	" 0.15	" Ton	4,682.13
				$17,553.97

Specifications, basis of measurement and other provisions:

As per Special Provisions on particular pay items.

It is understood by both parties to this agreement that this agreement settles all outstanding claims arising from this job and comprises a final settlement of all claims.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 561,423.38
Present estimate of project cost, including $ 17,553.97 for work under this order	$ 577,538.95
Expected ~~under-run~~ over-run (amount)	$ 20,864.30
Expected ~~under-run~~ over-run (per cent)	3.72

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Signed PARKER - SCHRAM COMPANY Contractor

By

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 93001

FORM E-123X 50M 6-57

RECEIVED
MAR 31 1958

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

4498

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 27, 1958

Mr. Chas. T. Parker
Parker-Schram Company
200 Builders Exchange Building
Portland 4, Oregon

Cottage Grove-Divide Section
Pacific Highway
Contract No. 4498

Dear Sir:

As a result of your meeting with Mr. Forrest Cooper, Deputy State Highway Engineer, on March 21 regarding your claim for additional compensation on the caption named job, he has asked me to prepare a new price agreement reflecting your agreement at that time.

The price agreement submitted herewith for your signature contemplates the additional payment of $0.08 per cubic yard for rock in base and $0.15 per ton on Class "B" asphaltic concrete. These payments are for the purpose of compensating you for wage rate increases and the increase in certain supplies and materials occurring during the life of this contract and caused by the fact that the job was not turned over to you in time to complete it within the period of time originally contemplated when the contract was let.

The total settlement will be in the amount of $17,553.97. Will you please sign the price agreement and return it to this office for further processing.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper
S. H. Probert
F. D. Morgan

RECEIVED
FORREST COOPER
MAR 27 1958
ENGINEER

RECEIVED
MAR 2 3 1958
FOR FILING
4498

Salem, Oregon
March 24, 1958

Parker-Schram claims -
Contract No. 4498

Mr. Tom Edwards
Construction Engineer
Department

Charles Parker, of Parker-Schram Company, was in my office on March 21 and again violently protested our suggested settlement of his claims on the Cottage Grove-Divide Section, Contract No. 4498.

Price Agreement No. 8, submitted to Parker-Schram Company in final settlement of all claims, was based upon the payment of 2/3 of the claim for increased cost of labor due to wage raises occurring from July 1, 1956 to the completion date of the contract in the amount of $9,274.65. Mr. Parker presented evidence that strongly indicated that the grading project was not in shape so that he could have started placing surfacing on July 1, 1956, as stated in our letter to him. In fact, it would appear that considerable finishing work was necessary during the months of July and August of 1956.

Parker-Schram's claim was finally compromised on the basis of paying the increased labor cost in full, rather than 2/3 as previously suggested. I am returning the Price Agreement and ask that you have it corrected to reflect this settlement. Mr. Parker stated that he would then sign the final estimate and release of all claims covering this work.

Forrest Cooper
Deputy State Highway Engineer

FC:me
Encl.
cc Mr. W. C. Williams

RECEIVED
MAR 2 3 1958
FOR FILING

Salem, Oregon
March 24, 1958

Parker-Schram claims -
Contract No. 4498

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Construction Engineer
Department

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Forrest Cooper
Deputy State Highway Engineer

FC:me
Encl.
cc Mr. W. C. Williams

RECEIVED
MAR 3 1 1958
FOR FILING
BFI-15(Cont)

OREGON STATE HIGHWAY DEPARTMENT
(date)

March 20, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4498 (VOUCHER NO.)	15 Final (WARRANT NO.)	Parker-Shiram Co. (AMOUNT)	(DATE)
5642	H207218	$ 14,905.26	3/20/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. P. Winchester
ACCOUNTING DIVISION

Specified completion date: Sept. 30, 1956

Time Extensions: Aug. 30, 1957

Completion Date: Aug. 24, 1957

Date Accepted: Feb. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 20, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed MAR 21 1958

NOTED ON CARD

RECEIVED
JAN 28 1958
FOR FILING

Jan. 27, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4498 for paving on the Cottage Grove-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County was completed by the contractor, Parker-Schram Company, on Aug. 24, 1957, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $14,905.26 will be released to the contractor after acceptance by the Commission. The total contract amount is $496,213.18, of which amount $4,465.04 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Ansrata & Schram
520 Wood Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 23 1958
FOR FILING

4498

January 22, 1958

Mr. Chas. T. Parker
Parker-Schram Company
200 Builders Exchange Building
Portland 4, Oregon

Cottage Grove-Divide Section
Pacific Highway
Contract No. 4498

Dear Sir:

Reference is made to your unsigned letter of claim of October 15, 1957, for additional compensation on the above-captioned job, and we have made the following determinations:

1. "Equipment Requirements and Ability to Perform Work". Provision of the contract was pertinent as it made certain that the contractor had the physical capacity to perform the work set forth in the contract within the specified time limit. This in itself, of course, does not guarantee that the equipment will be utilized to best advantage so as to accomplish this objective.

2. Your letter of claim stated that you had plant equipment available with which to do the work. Our records show that the crushing plant was not started to be brought in to the plant site until July 19, 1956, and the setup was not completed until September 20.

All grading work northerly of Station 1030 was completed by July 10, 1956. Crushing of the rock could have been in progress and carried on without interruption from July 1 on.

3. It is thought that the crusher should have been set up during the winter period.

4. Had the crusher been operated prior to July 1 to produce paving aggregate and 3/4"-0, any orderly scheduling of the component parts of the work at the rate of production at which you actually produced would have resulted in completion of the paving work by November 1, 1956.

5. During the week ending July 14, 1956, you discussed your plan of operation with G. L. Becker, Resident Engineer, and outlined a schedule of operations which, if adhered to, would have resulted in completion of this job by the specified completion date.

6. At the time you bid this work, you were fully aware that a substantial portion of it would have to be completed in the year 1956, and that the contract between the Associated General Contractors and the appropriate labor unions was subject to renegotiation as to wage rates as of January 1, 1956.

In investigating your claim, we are of the firm belief that had your plant been placed on the project ready to operate by July 1, 1956, the contract could have been completed within the specified time. We find, however, that certain of your operations would in all probability have been necessarily carried on in a somewhat inefficient manner due primarily to the fact that the schedule for completion of bridges, as set up in the contract, was not adhered to by approximately 60 days. We, therefore, propose a just settlement of your claim on the following basis:

1. Allow approximately two-thirds of the claim for increased cost of labor due to wage raises occurring from July 1, 1956, to completion date of contract in the amount of $9,274.65.

2. Reject claims for increased rentals.

3. Reject claims for standby time for plant and equipment.

4. Allow increased cost of fuel oil and belting in the amount of $3,235.70.

5. Total settlement offered would approximate $12,510.35. This is to be prorated on the basis of $0.05 per cubic yard for both classes of base rock and $0.15 per ton for asphaltic concrete, totaling $12,727.03. We attach hereto a price agreement covering this settlement. If agreeable to you, please execute this agreement and return.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Forrest Cooper
Mr. Tom Edwards

TE:ar fn

T. Parker
A. Schram

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

Failing Exchange Building
PORTLAND 4, OREGON

October 15, 1957

Oregon State Highway Commission
Salem,
Oregon

To PARKER-SCHRAM COMPANY, Dr.

Increased costs incurred by us on the Cottage Grove-Divide Unit, Goshen-Divide Section of the Pacific Highway - Contract No. 4498 - by reason of the delay of the State in providing completed grade within the time specified. Our proposal was based on crushing and placing rock in base during the Fall and Winter of 1955 and 1956 and paving as soon as weather permitted in the Spring of 1956 - completing the work well within the time specified in our contract and in accordance with the requirement of the contract as follows:

"Equipment Requirements and Ability to Perform Work:

"It is essential that the contract be completed as specified by the Fall of 1956: therefore, no contractor will be considered qualified to receive the award of this contract unless he has in his possession as owner, or has evidence that there will be available to him under lease, rental agreement or subcontract, a set of equipment and other contributing factors, which, in the opinion of the engineer, will assure completion of the work within the specified time limit.

"After the bids are opened, and before the contract is awarded, the bidder shall, if he is called upon to do so, submit evidence of his ability to provide equipment for the project and to perform the work within the specified time limit. Unless the evidence submitted satisfies the engineer that the arrangements for equipment and the contractor's ability are sufficient to assure completion of the work within the specified time limit, the bidder may be declared not qualified and his bid may be rejected."

Our plant made available for the particular contract in 1955 and 1956 was, therefore, idle and further wage and price increases occurred which affected cost of the construction work performed approximately one (1) year beyond the time set forth in the contract provisions and as figured by us in our bid.

Inasmuch as the contract for which our equipment was made available stipulated completion on or prior to September 30, 1956, we feel that an undue burden is expected of us to absorb the wage and prices increases as well as loss of use of plant and respectfully make request for additional payment as detailed below.

(1) Our increased labor costs are determined by the actual wage increases in the industry as agreed by The Associated General Contractors Wage Negotiating Committees and the various Labor Unions:

1956 Labor rates over 1955 rates. Classification and hourly increases for period July 1, 1956 to December 31, 1956.

Foreman:		
M. L. Erkenbeck V. Erkenbeck	2 Wks. @ 10.00 wk. 14 hrs. @ .30 Hr. 28 hrs. @ .20 Hr.	$ 20.00 4.20 5.60
Operating Engineers Union Agreement -		
Shovel Operators	454½ hrs. @ .255 Hr.	$115.90
" "	1,386 hrs. @ .17 hr.	235.62
Tractor Operators & Mechanics	1,217½ hrs. @ .24 hr.	$292.20
" " " " "	2,414½ Hrs. @ .16 hr.	386.32
Greasers & Plant Oilers -	428 hrs. @ .285 hr.	$121.98
" " " "	1,458 hrs. @ .19 hr.	277.02
Shovel Oilers	228½ hrs. @ .21 Hr.	$ 47.98
" "	941 hrs. @ .14	131.74
Blade Operator	127½ hrs. @ .39 Hr.	$ 49.72
" "	418 hrs. @ .26	108.68
Roller Operator	4 hrs. @ .255 Hr.	$ 1.02
" "	21 hrs. @ .17	3.57
Fireman & Mixerman	47 hrs. @ .36 Hr.	$ 16.92
" "	272½ hrs. @ .24	65.40
Apprentice Operator	3 hrs. @ .21 Hr.	$ .63
Mechanic Helper	21 Hrs. @ .195 hr.	$ 4.09
" "	139½ hrs. @ .13	18.14
Tractor Operator (Under 50 HP)	2 hrs. @ .21 Hr.	$ .42
" " "	4 hrs. @ .14 Hr.	.56
Laborer Union Agreement -		
Drill Foreman	168 hrs. @ .63 Hr.	$105.84
" "	388 hrs. @ .42 Hr.	162.96
Wagon Drill Operators	437½ hrs. @ .33 Hr.	$144.38
" " "	1,631 hrs. @ .22 Hr.	358.82
Chuck Tenders	433 hrs. @ .255 Hr.	$110.42
" "	1,703 hrs. @ .17	289.51
Laborers	1,344 hrs. @ .18 Hr.	241.92
" "	5,749½ hrs. @ .12	689.94
Truck Drivers Union Agreement (1/1/56 to 10/1/56)		
All Truck Drivers	535 hrs. @ .225 Hr.	$120.38
" " "	2,394 hrs. @ .15	359.10
	(10/1/56 to 12/31/56)	
All Truck Drivers	851 hrs. @ .375 Hr.	$319.13
" " "	2,094 hrs. @ .25	523.50
		$5,333.61

Payroll Taxes & Insurance		
Social Security Tax	.0200	
Federal Unemployment Tax	.0030	
Oregon Unemployment Tax	.0270	
Oregon Workmen's Compensation Ins.	.0300	
	.0800	~~426.69~~
		$ 5,760.30

Classification and hourly increase for period January 1, 1957 to June 30, 1957. 1957 labor rates over 1956 rates.

Foreman:			
Asphalt Plant Foreman	116½ hrs. @ .37½		$ 43.69
" " "	242 " @ .25		60.50
Paving Superintendent	5-2/5 Wks. @ 10.00		$ 54.00
Truck Checker	20½ hrs. @ .75		$ 15.38
" "	331½ hrs. @ .50		165.75
Operating Engineers Union Agreement -			
Shovel Operators (Over 1 C.Y.)	166 hrs. @ .42		$ 69.72
" " " "	999½ hrs. @ .28		279.86
" " " (Under 1 C.Y.)	137 hrs. @ .39		53.43
" " " " "	438 hrs. @ .26		113.88
Tractor Operators & Mechanics	711 hrs. @ .39		$277.29
" " " "	2,608½ hrs. @ .26		678.21
Greasers & Plant Oilers	338 hrs. @ .33		$111.54
" " " "	1,608½ hrs. @ .22		353.87
Shovel Oilers	116 hrs. @ .30		$ 34.80
" "	850½ hrs. @ .20		170.10
Blade Operators	641 hrs. @ .39		$249.99
" "	1,284½ hrs. @ .26		333.97
Adman Paver Operator	21 hrs. @ .36		$ 7.56
" " "	65 hrs. @ .24		15.60
Road Roller Operator	135½ hrs. @ .36		$ 48.78
" " "	325 hrs. @ .24		78.00
Crushing Plant Operator	59½ hrs. @ .36		$ 21.42
" " "	207 hrs. @ .24		49.68
Tractor Optrs. (Under 50HP)	8 hrs. @ .36		$ 2.88
" " " "	35 hrs. @ .24		8.40
Mechanic Helper	104 hrs. @ .33		$ 34.32
" "	496 hrs. @ .22		109.12
Fireman & Mixerman	438 hrs. @ .33		$144.54
" " "	1,104 hrs. @ .22		242.88
Laborers Union Agreement -			
All members	1,195½ hrs. @ .15		$179.33
" "	8,603½ hrs. @ .10		860.35
Truck Drivers Union Agreement -			
All members	1,385 hrs. @ .225		$311.63
All members	6,662½ hrs. @ .15		999.37
		~~$6,179.84~~	
Payroll taxes & insurance @ .0825% (Soc. Sec. Tax - .0225%, Fed. Unemploy - .0030%, Oreg. Unempl - .0270%, OWCP - .0300%)		509.84	
			~~$ 6,689.68~~

Classification and hourly increase for period July 1, 1957 to finish of job - 8/25/57.

Foremen -			
Asphalt Plant Foreman	54½ hrs. @ .375	$ 20.44 ✓	19.69
" " "	66½ hrs. @ .25	16.63 ✓	15.94
Paving Supt.	3-2/5 Wk. @ 10.00	$ 34.00	30.00
Operating Engineer Union Agreement -			
Shovel Optrs. (Over 1 cu.yd.)	53 hrs. @ .42	$ 22.26	
" " " " "	73 hrs. @ .28	20.44	
Shovel Optrs. (Under 1 cu.yd.)	18 hrs. @ .39	$ 7.02	
" " " " "	65 hrs. @ .26	16.90	
Tractor Optrs. & Mechanics	255 hrs. @ .39	$ 99.45	
" " " "	438 hrs. @ .26	113.88	
Greasers & Plant Oilers	96 hrs. @ .33	$ 31.68	
" " " "	177½ hrs. @ .22	39.05	
Blade Operators	434 hrs. @ .39	$169.26	
" "	655½ hrs. @ .26	170.43	
Airman Paver Operator	65 hrs. @ .36	$ 23.40	
" " "	113½ hrs. @ .24	27.24	
Road Roller Operator	167 hrs. @ .36	$ 60.12	
" " "	282½ hrs. @ .24	67.80	
Mechanic Helper	1 hr. @ .33	$ .33	
" "	9½ hrs. @ .22	2.09	
Firemen & Mixermen	297 hrs. @ .33	$ 98.01	
" " "	468 hrs. @ .22	102.96	
Laborers Union Agreement -			
All members	638 hrs. @ .15	$ 95.70	
" "	1,454 hrs. @ .10	145.40	
Truck Drivers Union Agreement -			
All members	660½ hrs. @ .225	$148.61	
" "	785 hrs. @ .15	117.75	
		~~$1,690.85~~	
		1647.36	

Payroll Taxes & Insurance -			
Social Security Tax	.0225		
Federal Unemployment	.0030		
Oregon Unemployment	.0270		
Oregon Workmen's Compensation Ins.	.03184	139.11	
	.08434	139.23	
			$ ~~1,790.08~~
			1788.47

(2) In determining increased cost of operating and maintaining equipment we have used the Oregon State Highway Department Rental Rates for Construction Equipment issue of July 1, 1955 and January 1, 1957. The issue of July 1, 1955 covered the period of July 1, 1955 to January 1, 1957, therefore, no increased costs were figured for the year 1956.

1957 Equipment Rates over 1956 Rates.

6 cu. yd. Dump Trucks	3,053½ hrs.	@ 1.00	$3,053.50
20 cu. yd. Trucks	1,720½ hrs.	@ 2.08	3,578.64
Pickups & Flatbed Trucks	3,099 hrs.	@ .25	774.75
25 ton Peterbilt Trucks & Trailers	612½ hrs.	@ .70	428.75
F8 Sprinkling Truck 4000 gal.	370 hrs.	@ 1.31	484.70
F7 Distributor Truck 1500# Cal.	36½ hrs.	@ 1.86	67.89
60 cu. ft. Compressors	114 hrs.	@ .25	28.50
125 cu.ft. Compressors	99½ hrs.	@ .25	24.88
315 cu.ft. Compressors	124 hrs.	@ .45	55.80
600 cu.ft. Compressors	408½ hrs.	@ .70	285.95
Dumptors, 6 cu. yd.	1,703 hrs.	@ 1.26	2,145.78
1-3/4 cu.yd. Excavators	792½ hrs.	@ 2.51	1,989.18
3/4 cu. yd. Excavators	462½ hrs.	@ 1.63	753.87
Patrol Grader Model 12	894½ hrs.	@ 3.52	3,148.64
Road Rollers	930½ hrs.	@ 1.53	1,423.67
D8 Tractors	1,292 hrs.	@ 1.76	2,273.92
HD20 Tractors	494 hrs.	@ 2.21	1,091.74
Model 8W Loader	418 hrs.	@ 1.31	547.58
Case VAl Industrial Tractor	90½ hrs.	@ 1.71	154.75
DW10 Tractor Scrapers	853½ hrs.	@ 2.32	1,980.12
DW10 " "(w/o scraper)	507 hrs.	@ 2.07	1,049.49
TS300 Tractor Scrapers	263 hrs.	@ 7.92	2,082.96
Wobbly Wheel Rollers	649 hrs.	@ .25	162.25
Wagon Drill	408½ hrs.	@ .60	245.10

Following equipment not listed in State Handbook. Have figured 10% increase which is far below average increases.

Crushers, 24"x36" Roller Bearing and 3' Taylor	1,178 hrs.	@ .80	$ 235.60
Crushers, 54"x24" Roll, 44' Cone, 4' Cone	2,280 hrs.	@ .75	1,710.00
Crushers, 3' Symons Shorthead	760 hrs.	@ .30	228.00
Barber-Greene & Blaw Knox Parts	290½ hrs.	@ .65	188.83
Insulated Fuel Tank Trailers	741 hrs.	@ .20	148.20
Switch House Trailers	5-3/4 Mo.	@ 15.00	86.25
Tool House Trailers	16 Mo.	@ 5.00	80.00

Following equipment listed in State Handbook by the hour - our records are by the month. State shows increase of 62½% on Welders.

Lincoln Welders	5 Mos.	@ 46.88	$ 234.40
			$ 30,743.69

(3) Loss of use of asphaltic concrete paving plant and bituminous paver for one season based on cost of plant and ownership cost per Oregon State Highway Department.

New Madsen Model 481 4000# Batch Capacity Asphalt Mixing Plant Serial No. 253 -	$ 72,755.08
Electrical Motors	6,381.14
Tunnels	12,423.80
Trailers & Tanks	13,792.61
Switch House	4,160.99
	$109,513.62

Average Use - Months per year (6)
Rental: 6 Months @ 7,140.00 Mo. $42,840.00

1/3 for Standby $ 14,280.00

Model PF90 Blaw Knox
Bituminous Paver-Finisher Cost $12,450.00

Average Use - Months per year (6)
Rental: 6 Months @ 910.00 Mo. $ 5,460.00

1/3 for Standby $ 1,820.00

$16,100.00

(4) Increased cost of plant maintenance and operation. To arrive at the actual increase cost would be impossible so we are including only two items - Increases in price of fuel oil and conveyor belting.

The following price increases are for supplies and materials which were not protected for the job. They cover only a small percentage of our actual increased costs.

Fuel Oil	550.7 bbls. @ .80	$440.56	
	901.9 bbls. @ .85	766.62	
			$1,207.18

Conveyor Belting -

24" 5 Ply	324 ft. @ 1.20	$388.80	
30" 6 Ply	520 ft. @ .40	208.00	
30" 5 Ply	1,067-3/4 ft. @ .79		
30" 5 Ply	102 ft. @ 1.97	200.94	
30" 5 Ply	309-5/6 ft. @ .84	260.26	
30" 5 Ply	100 ft. @ 1.27	127.00	
			$2,028.52
			$ 3,235.70

Total - $64,319.45

RECEIVED
JAN 13 1958
FOR FILING

Jan. 10, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Parker-Schram Company in connection with contract No. 4498, for paving on the Cottage Grove-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County. This payment, in the amount of $8,332.87, will be released to the contractor on or after Jan. 20, 1958. The retained percentage is $14,885.81.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
cc: Amerota & Schram
520 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report No. 80

FOR CONSTRUCTION PROJECTS ONLY

Section Cottage Grove-Divide Unit
Goshen-Divide Section

Highway Pacific County Lane

Contractor Parker-Schram Company

Date of contract August 12, 1955

Date work started June 26, 1956

Project authorization . . . . . $ 561,423.38
Exclusive of engineering . . . . $ 521,499.94

Engineering authorization . . . . $ 39,923.44

Engineering cost to date $ 54,157.35, 13.7 %

For Week Ending January 4, 1958

Kind of work Paving

Section prefix 20-101

Contract number 1498

Specified work days Old Contract

Work days used Old Contract

Per cent of time elapsed 180 to Completion %

Estimated cost of completed project, exclusive of engineering . . . . . $ 508,450.00

Estimated per cent overrun or underrun . . . . . Under-Run. . . . . 2 %

Per cent of contract completed, based on total contract price . . . . . 99 to 100 %

Date project was completed August 24, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This week the transit party completed setting railroad spikes for permanent center line transit points on the Coast Fork-Divide section.

Stenciling and installing right of way posts for the same section was completed.

Location of all references was detailed on the final "As Constructed Plans" as well as on the small size duplicate set. The latter set was also completed as to revision in culverts, connections etc. These will be sent to Roseburg next week.

In as much as it is desired to do only the minimum referencing to perpetuate the line because of cost we are considering this stage as achieved and this will be the last weekly report on this prefix unless otherwise instructed.

CONSTRUCTION DIVISION
RECEIVED
JAN 6 1958
NOTED-- CE ACE ACE COE

Noted
M. R. Juve

Signed Leary A. Worth

Address 2191 E. 15th St., Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1	8.34		8.34	8.34
Miles partially completed					
Miles completed	1	8.34		8.34	8.34
Total estimated quantities (contract)	22,500	176,000		200 T.	35,000
Total quantities corrected to date	32,000	160,898		205 T.	31,237
Estimated quantities moved or placed to date	32,000	160,898		205 T.	31,237
Average daily quantities					
Average daily quantities necessary to complete project on time		Now Complete			
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
JAN 6 - 1958
FOR FILING

FORM E-BOX—BOM—11-55—30825

FFI-161(24)
4497

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30th, 1957

SUBJECT:

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The weekly report on the Cottage Grove-Divide Unit surfacing indicates the project was completed on August 24th, and that the engineering has been expended entirely out of bounds.

Please take the necessary steps to close this project up.

Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper

RECEIVED
1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 5 1957
FOR FILING

FORM E30—80M—11-56—60224
F 1-167 (24)
4498.

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1957

SUBJECT: Before and After Traffic Studies,
Cottage Grove - Divide Section,
Shady - Booth Ranch Section
Pacific Highway, US99

To:

G. S. Paxson
Assistant State Highway Engineer
O f f i c e

Attached is one copy each of the Before and After Traffic Studies of the subject sections. Will you kindly show these to Mr. Williams and Mr. Cooper.

On the Shady - Booth Ranch Section you will note a decided decrease in traffic from 1956 ADT to 1957 ADT. On the Oakland - Shady Highway, ORE235, the 1956 ADT north of US99 By-Pass was 8,400 vehicles per day, while the 1957 ADT indicates 7,100 vehicles per day. This decrease of 1,300 vehicles per day is substantiated by a semi-permanent traffic recorder located on Stephens Street in Roseburg. A decrease was also indicated on US99 By-Pass north of Oakland - Shady Highway, ORE235, where the 1956 ADT was 5,000 vehicles per day compared to 4,600 vehicles per day for 1957 ADT. It is felt that this general decrease in traffic is due primarily to the curtailment in the lumber industry throughout the southwestern portion of the state.

You will note that copies of these traffic studies are being sent to the Bureau of Public Roads, Mr. Edwards, and Mr. Morgan.

F. B. Crandall
Traffic Engineer

Attachment
JFH:mp
cc: Bureau of Public Roads (3)
Tom Edwards (1)
Frank Morgan (1)

NOT
G. S. P

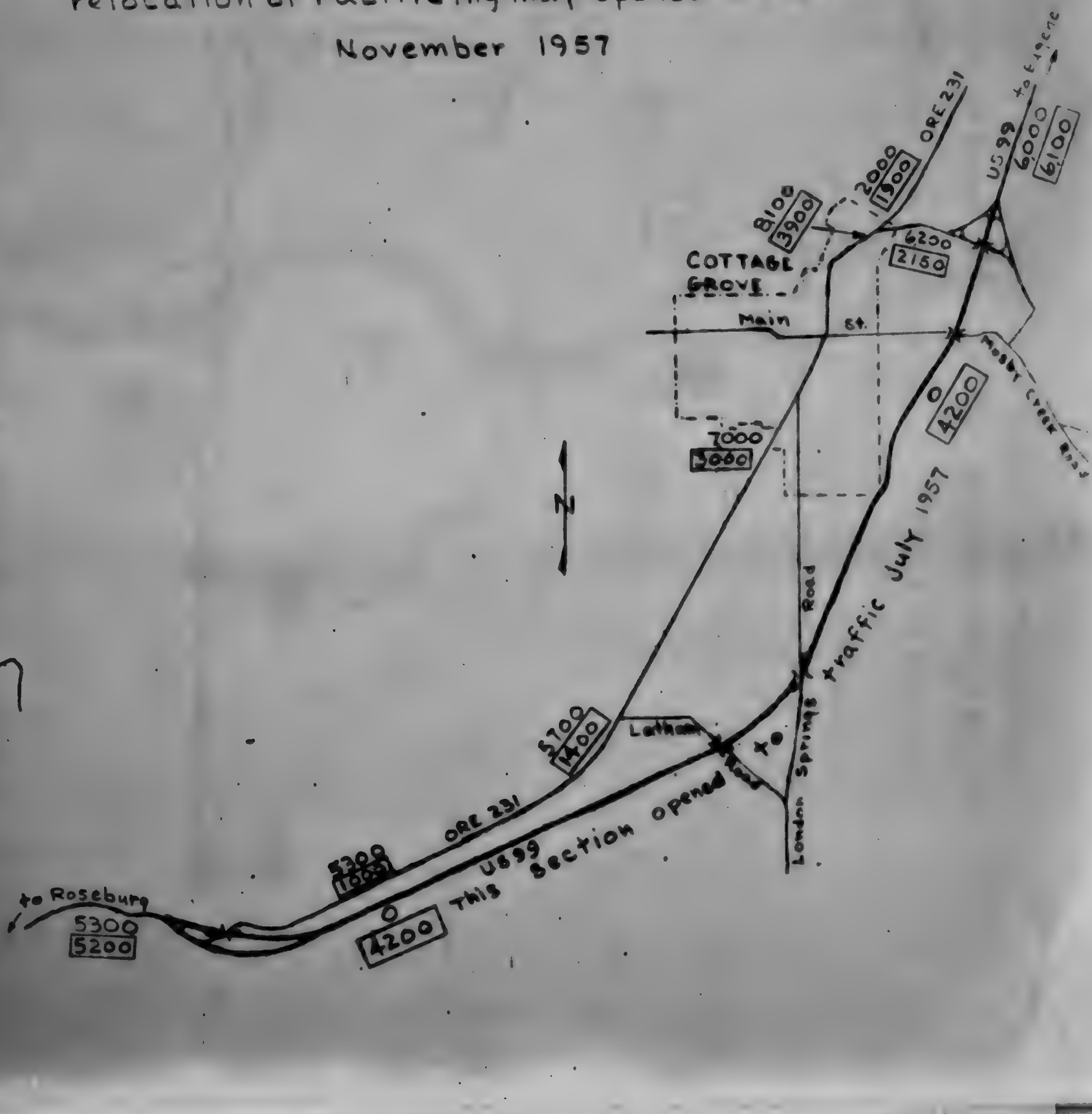
RECEIVED
DEC 2 1957
OFFICE OF
STATE HIGHWAY ENGINEER

REG[illegible] STATE HIGHWAY [illegible]PAR[illegible]IENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC COTTAGE GROVE–DIVIDE BEFORE AND AFTER RELOCATION OF PACIFIC HIGHWAY US 99

Vehicular traffic volumes not enclosed are 1956 ADT before relocation of Pacific Highway opened to traffic.
Vehicular traffic volumes enclosed ▭ are 1957 ADT after relocation of Pacific Highway opened to traffic.

November 1957

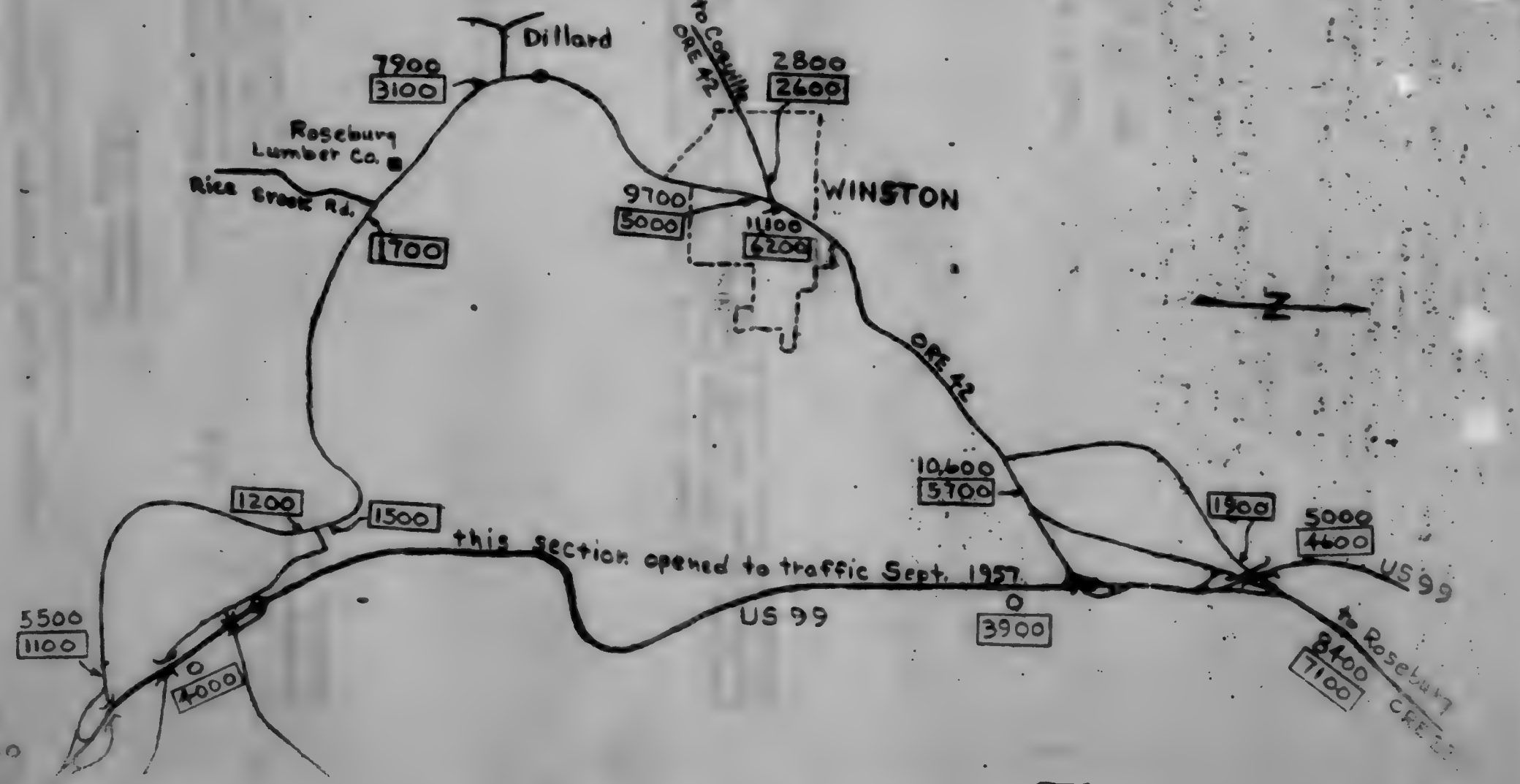


OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC SHADY-BOOTH RANCH BEFORE AND AFTER RELOCATION OF PACIFIC HIGHWAY US 99

Vehicular traffic volumes not enclosed are 1956 ADT before relocation of Pacific Highway opened to traffic.
Vehicular traffic volumes enclosed ▭ are 1957 ADT after relocation of Pacific Highway opened to traffic.

November 1957



(V)

FORM E-20H—27,500—2-59—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
November 8, 1957

SUBJECT: Cottage Grove-Divide Unit
Goshen-Divide Section
Pacific Highway
Contract No. 4498

To: F. D. Morgan
Division Engineer
Roseburg, Oregon

Edwards

As there was no work performed, no estimate will be submitted for the Cottage Grove-Divide Unit, Goshen-Divide Section, Pacific Highway, for the period ending November 10, 1957. The Final Estimate is being prepared.

Geary H. Worth, Res. Engr.

by: W. A. Eyster

CONSTRUCTION DIVISION
RECEIVED
NOV 1 0 1957
NOTED--

FORM E-122

RECEIVED
NOV 5 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. E. GLAISYER, SECRETARY
SALEM

W. G. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

Nov. 1, 1957

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 31, 1957, had under discussion your request for an extension of time from Sept. 30, 1956, to Aug. 30, 1957, within which to complete your Contract No. 4498, for the Cottage Grove-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
F. D. Morgan
Gerry Worth

NOTED ON CARD

FORM S-122

RECEIVED
NOV - 5 1957
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

4498

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

Nov. 1, 1957

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 31, 1957, had under discussion your request for an extension of time from Sept. 30, 1956, to Aug. 30, 1957, within which to complete your Contract No. 4498, for the Cottage Grove-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
F. D. Morgan
Conry Worth

NOTED ON CARD

RECEIVED
OCT 28 1957
FOR FILING

Oct. 25, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Parker-Schram Company a portion of the funds heretofore retained by the Commission on Contract No. 4498, for paving on the Cottage Grove-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

This payment, in the amount of $32,439.78, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $14,628.09. The present payment will be released on or after November 4, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: Ansgrete & Schram,
Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
cm

RECEIVED
OCT 29 1957
FOR FILING
4476

October 28, 1957

Oregon State Highway Commission

Request for extension of time
No. 4
October 31 and November 1 meeting

Gentlemen:

Herewith is a request from Parker-Schram Company for an extension of time on the Cottage Grove-Divide Unit of the Cosham-Divide Section of the Pacific Highway, Contract No. 4498, from September 30, 1956 to August 30, 1957.

This contract was awarded with the anticipation that the grading contract would be completed in adequate time to permit the paving during the 1956 season; however, the grading was not completed in time, necessitating the carrying over of the paving work until the 1957 season. During the winter period, considerable slides occurred which were removed by the contractor on extra work orders and necessarily delayed the surfacing and paving. Since the overrun was not due to the contractor's activities, I recommend that the extension be granted without penalty. Mr. C. O. Falk, of the Bureau of Public Roads, concurs in this recommendation. This is not a liquidated damage contract.

Very truly yours,

R. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:dmh fn

RECEIVED
OCT 1 1957
FOR FILING

4498

September 30, 1957

Mr. C. O. Pelk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Cottage Grove-Divide Contract No. 4498, Oregon BFI-16 (24), from September 30, 1956 to August 24, 1957 to Parker-Schram Company, contractors.

This contract was awarded with the anticipation that the grading contractor would complete his work in adequate time to permit the paving during the 1956 season; however, the grading was not completed in time to necessitate the paving contractor carrying his work over to the 1957 season. During the winter period considerable slides occurred which were removed by the contractor on extra work orders and necessarily delayed the surfacing and paving. While there was some delay to the traveling public due to the non-opening of this section, we did not suffer additional engineering costs, and since the overrun was not the fault of the contractor, I am recommending that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED

RECEIVED
SEP 6 1957
FOR FILING

BFI-161(24)08-35

449 E.

September 5, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project BFI-161(24)
Goshen-Divide Section, Pacific Hwy.
Order for State Force Work
Dated August 12, 1957 - Seeding and Mulching

Dear Sir:

Reference is made to your letter dated August 30, 1957 concerning subject order.

We are approving the use of State force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

NOTED
FORREST COOPER

C. O. Polk,
Division Engineer

Original to SHP

RECEIVED
SEP 6 - 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 3 - 1957
FOR FILING

BF(-161(2b)
4415

August 30, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 22b-23b, covering sanding and saloking on the Cottage Grove-Divide Unit, Coast-Divide Section of the Pacific Highway in Lane County, Contract No. 4498, in connection with Federal Aid Project No. BF(-161(2b).

The contractor is not equipped to do this work. The state has the special equipment operated by experienced crews. The amount is too small to economically be done by separate contract. Your approval of this order, by state forces, is requested.

Federal participation is estimated as being $1,734.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:er

RECEIVED
MAR 11 1957
FOR FILING

FORM H-30X—37,800—2-58—62887

4498

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1957

To: Frank Morgan
Division Engineer
Division 3
Roseburg, Oregon

SUBJECT: Cottage Grove - Divide
Pacific Highway
Lane County
Contract #4498

Reference is made to Laboratory Report Numbers 413389, and 413390 dated March 8, 1957, and 413425 and 413426 dated March 11, 1957, showing excess 1/4"-10 size material on the 1/4"-0 crushed rock being produced for asphaltic concrete at the Hicketheir Quarry.

While this excess has been reduced from 15.8 to 3.5% through changes in the plant, it is desired that additional changes be continued in the plant and quarry operations in order that suitable aggregate may be produced that will not require additional fine sand at the paving plant during paving operations.

Please instruct the resident engineer to have the contractor continue his program of the plant and the quarry changes until such time that the 1/4"-0 crushed rock can fully meet our specifications.

Also, please have the resident engineer submit samples of this improved aggregate to the Salem Laboratory for confirmation, so clearly marked that it is plain they represent a corrected product.

Tom Edwards
Construction Engineer

by L. H. Young
L. H. Young
Assistant Construction Engineer

LHY/WCH/ELY

Enclosures

cc: Forrest Cooper
Ray Webber

RECEIVED
MAR 13 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
MAR 11 1957
FOR FILING

FORM E-30X—37,500—2-58—62867

4498

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1957

SUBJECT: Cottage Grove - Divide
Pacific Highway
Lane County
Contract #4498

To: Frank Morgan
Division Engineer
Division 3
Roseburg, Oregon

Reference is made to Laboratory Report Numbers 413389, and 413390 dated March 8, 1957, and 413425 and 413426 dated March 11, 1957, showing excess 1/4"-10 size material on the 1/4"-0 crushed rock being produced for asphaltic concrete at the Hicketheir Quarry.

While this excess has been reduced from 15.8 to 3.5% through changes in the plant, it is desired that additional changes be continued in the plant and quarry operations in order that suitable aggregate may be produced that will not require additional fine sand at the paving plant during paving operations.

Please instruct the resident engineer to have the contractor continue his program of the plant and the quarry changes until such time that the 1/4"-0 crushed rock can fully meet our specifications.

Also, please have the resident engineer submit samples of this improved aggregate to the Salem Laboratory for confirmation, so clearly marked that it is plain they represent a corrected product.

Tom Edwards
Construction Engineer

by L. H. Young
L. H. Young
Assistant Construction Engineer

LHY/WCH/ELY

Enclosures

cc: Forrest Cooper
Ray Webber

RECEIVED
MAR 13 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
JAN 21 1957
FOR FILING

FORM S-005—5M—11-56—3C2H

4498

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1957

SUBJECT: Cottage Grove-Divide
Pacific Highway
Contract No. 4498

To:
Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Laboratory Reports No. 411329 to 411333, covering the material received in the Laboratory January 16, 1957 for 2½"-0 crushed rock being produced at the Hicketheir Quarry.

Three of these reports show an erratic content of undesirable fines reflected in liquid limits in excess of the allowable tolerance of from 2 to 5 percent, and a deficiency of material passing the ¼-inch sieve of from 3.4 to 4.8 percent. While these exceptions to the specifications are not large, and two of the reports show suitable material it appears as if the quality of aggregate is dropping.

Will you please instruct the resident engineer to tighten up on his inspection of this phase of his contract. Also, please have him submit samples of the corrected crushed rock clearly marked so that it is clear they represent corrected aggregate.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:eb

cc to: Forrest Cooper
Ray Webber

NOTED
FORREST COOPER

RECEIVED
JAN 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 7 - 1957
FOR FILING

RFL-
4498

January 4, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering slide removal and storm damage repair on the Cottage Grove-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County, Contract No. 4498, in connection with Federal Aid Project No. RFI-161(24).

This work is necessary to prepare the roadbed for surfacing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBPrc
Encl.

RECEIVED
JUL 5 1956
FOR FILING
BRI-161(24)
July 3

July 3, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 26, 1956 on Contract No. 4498, Cottage Grove-Divide Unit, Goshen-Divide Section, in Lane County, in connection with Federal Aid Project No. BRI-161(24).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DRP:MB

RECEIVED
AUG 31 1955
FOR FILING

AF
4498

August 31, 1955

Parker-Schram Company
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4498, which was awarded to you by the State Highway Commission on August 12, for paving on the Cottage Grove-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 6 - 1955
FOR FILING

4498

August 12, 1955

Parker-Schram Company
400 Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on June 30, 1955 accepted your proposal for paving Cottage Grove-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County for the sum of $489,533 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4498.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

NOTED
J. Mc C.

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

RECEIVED
AUG 12 1955
FOR FILING

955

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM
DAY LETTER
NIGHT LETTER

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 12, 1955

Parker-Schram Company
400 Builders Exchange Building
Portland, Oregon

Contract for paving Cottage Grove-Divide Unit, Goshen-Divide Section of Pacific Highway, Lane County for which you submitted low bid on June 30, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

RECEIVED
AUG 12 1955
FOR FILING

955

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$ S E

WESTERN UNION

1206 10-51

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 12, 1955

Parker-Schram Company
400 Builders Exchange Building
Portland, Oregon

Contract for paving Cottage Grove-Divide Unit, Goshen-Divide Section of Pacific Highway, Lane County for which you submitted low bid on June 30, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

RECEIVED
AUG 12 1955
FOR FILING

955

4498

August 12, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for pavement construction on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Project SPI-161(24), to the Parker-Schrum Co. of Portland, Oregon, on the basis of the bid of $489,533.00 submitted on June 30, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
AUG 15 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

06-35

August 12, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BFI-161(24), Cottage Grove-Divide Section of the Pacific Highway in Lane County, we hereby concur in award of Contract No. 4498 as of this date to the Parker-Schram Co. of Portland, Oregon, low bidder in the amount of $489,533.00 at the June 30, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
AUG 15 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 27 1955
FOR FILING

BFI-161(24)
#198

NOTED
W. C. WILLIAMS

June 14, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for paving on the Cottage Grove-Divide Unit of Oregon Project BFI-161(24), Goshen-Divide Section of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
JUN 24 1955
OREGON
STATE HIGHWAY COMMISSION

Original to
Mr. Prather

F-183(9) Reedville-Beaverton Sec. of 1955
the Tualatin Valley Highway.

#4499

Contract 4499

Monthly transaction number	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
RECEIVED		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
FOR FILING		Washington
		Project number
		Oregon F-183(9)

F-183(9) The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 17, 19 55, 4499 is hereby modified as follows:

Revised estimated total cost of project $ 717,273.00

Revised Federal funds $ 425,663.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24 day of June, 19 58.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. U. Polk
Division Engineer

USComm-DC 11170

Form PR 1 (Revised-1950)

CPR8-1852

State Oregon

Project No. F-183(9)

4471

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of November, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of March, 1955, a program, which was approved on the 24th day of March, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 14th day of June, 1955, and the sum of three hundred ninety-one thousand and 00/100 dollars ($391,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

Form PR 1 (Revised 1950)

CPR8-1852

State Oregon

Project No. F-183(9)

4497

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of November, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of March, 1955, a program, which was approved on the 24th day of March, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 14th day of June, 1955, and the sum of three hundred ninety-one thousand and 00/100 dollars ($391,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 204+00 in the NE 1/4 of Section 16, T. 1 S., R. 1 W., W.M., and survey station 239+00 in the E 1/2 of Section 10, T. 1 S., R. 2 W., W.M., without exception,

, length 4.691 miles, in Washington County, being Oregon project No. F-183(9), consisting of 4.691 miles of roadway and no bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11870-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred ninety-one thousand and 00/100 dollars ($391,000.00), which does not exceed the authorized Federal pro rata share of six hundred fifty-five thousand, eight hundred fifty-six and 30/100 dollars ($655,856.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)
Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Raymonds
Member, State Highway Commission
(Title of officer)

By M R McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379-5 A4.63

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

NOV 16 1955
DIVISION 8

Oregon State Highway Department

Federal Aid
Project No. F-183 (9)

BEEDVILLE-BEAVERTON SECTION OF THE

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 22, 1955

INSIDE CITY LIMITS OF BEAVERTON

Type Code 6201
Loader (Sta. 204+00 to Sta. 212+74)

All Required	Clearing and Grubbing (5%)		$ 1,680.00
1 only	Removal of Catch Basins	$ 15.00	15.00
130 cu. yd.	Drainage Excavation, Unclassified	2.00	260.00
2,500 cu. yd.	General Excavation, Unclassified	0.40	1,000.00
0.17 mile	Finishing Roadbed and Slopes	500.00	85.00
50 lin. ft.	12 Inch Concrete Pipe	1.25	62.50
800 lin. ft.	12 Inch Sewer Pipe	2.50	2,000.00
2 only	Concrete Catch Basins	60.00	120.00
1 only	Concrete Manhole	210.00	210.00
2 only	Adjustment of Manholes	25.00	50.00
10 cu. yd.	Concrete Curbs	40.00	400.00
20 only	Metal Sight Posts	2.70	54.00
80 lin. ft.	1½" Electrical Conduit	1.50	120.00
1,400 cu. yd.	Coarse Crushed Material in Base	2.30	3,220.00
200 cu. yd.	3/4" - 0 Material in Base	2.30	460.00
40 M-gal.	Sprinkling	1.00	40.00
0.17 mile	Preparation of Base	250.00	42.50
20 cu. yd.	3/4" - 0 Material in Binder Course	3.00	60.00
4 tons	MC-3 Asphalt in Binder Course	36.00	144.00
800 tons	Class "D" Asphaltic Concrete	5.60	4,480.00
1 ton	RS-1 Asphalt in Tack Coat	38.00	38.00
5 only	Extra for Asphaltic Concrete Approaches	40.00	200.00
4 ton	150-200 Asphalt in Pavement Seal	40.00	160.00
60 cu. yd.	Aggregates in Pavement Seal	3.50	210.00
300 lin. ft.	Asphaltic Concrete Traffic Markers	0.60	180.00
	Subtotal		$ 15,291.00
	10% Engr. & Cont.		1,529.10
	Total		$ 16,820.10

Length of Roadway 0.166 Mile
Cost of Roadway per Mile $101,325.90

Oregon State Highway Department

Federal Aid
Project No. F-183 (9)

REEDVILLE-BEAVERTON SECTION OF THE

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 22, 1955

INSIDE CITY LIMITS OF BEAVERTON

Type Code 6201
Roadway (Sta. 204+00 to Sta. 212+74)

All Required	Clearing and Grubbing (5%)		$ 1,680.00
1 only	Removal of Catch Basins	$ 15.00	15.00
130 cu. yd.	Drainage Excavation, Unclassified	2.00	260.00
2,500 cu. yd.	General Excavation, Unclassified	0.40	1,000.00
0.17 mile	Finishing Roadbed and Slopes	500.00	85.00
50 lin. ft.	12 Inch Concrete Pipe	1.25	62.50
800 lin. ft.	12 Inch Sewer Pipe	2.50	2,000.00
2 only	Concrete Catch Basins	60.00	120.00
1 only	Concrete Manhole	210.00	210.00
2 only	Adjustment of Manholes	25.00	50.00
10 cu. yd.	Concrete Curbs	40.00	400.00
20 only	Metal Sight Posts	2.70	54.00
80 lin. ft.	1½" Electrical Conduit	1.50	120.00
1,400 cu. yd.	Coarse Crushed Material in Base	2.30	3,220.00
200 cu. yd.	3/4" - 0 Material in Base	2.30	460.00
40 M-gal.	Sprinkling	1.00	40.00
0.17 mile	Preparation of Base	250.00	42.50
20 cu. yd.	3/4" - 0 Material in Binder Course	3.00	60.00
4 tons	RC-3 Asphalt in Binder Course	36.00	144.00
800 tons	Class "D" Asphaltic Concrete	5.60	4,480.00
1 ton	RS-1 Asphalt in Tank Coat	38.00	38.00
5 only	Extra for Asphaltic Concrete Approaches	40.00	200.00
4 ton	150-200 Asphalt in Pavement Seal	40.00	160.00
60 cu. yd.	Aggregates in Pavement Seal	3.50	210.00
300 lin. ft.	Asphaltic Concrete Traffic Markers	0.60	180.00
	Subtotal		$ 15,291.00
	10% Engr. & Cont.		1,529.10
	Total		$ 16,820.10

Length of Roadway 0.166 Mile
Cost of Roadway per Mile $101,325.90

OUTSIDE CITY LIMITS OF BEAVERTON

Type Code 6201
Roadway (Sta. 212+74 thru Equa. 214+09.82 = 1+33.42 to Sta. 239+00)

All Required	Clearing and Grubbing (95%)			$ 31,920.00
9 only	Removal of Catch Basins	$ 15.00		135.00
1,470 cu. yd.	Drainage Excavation, Unclassified	2.00		2,940.00
44,500 cu. yd.	General Excavation, Unclassified	0.40		17,800.00
106,000 yd. sta.	Short Overhaul	0.01		1,060.00
5,200 C-yd. sta.	Long Overhaul	0.25		1,300.00
4.52 mile	Finishing Roadbed and Slopes	500.00		2,260.00
14,000 lin. ft.	Rounding Cutbanks	0.10		1,400.00
400 lin. ft.	12 Inch Concrete Pipe	1.25		500.00
110 lin. ft.	18 Inch Concrete Pipe	2.50		275.00
100 lin. ft.	24 Inch Concrete Pipe	3.50		350.00
24 lin. ft.	30 Inch Concrete Pipe	5.50		132.00
170 lin. ft.	36 Inch Concrete Pipe	6.50		1,105.00
40 lin. ft.	8 Inch Corrugated Metal Pipe	2.20		88.00
510 lin. ft.	12 Inch Corrugated Metal Pipe	3.00		1,530.00
50 lin. ft.	42 Inch Corrugated Metal Pipe	17.00		850.00
1,450 lin. ft.	8 Inch Sewer Pipe	1.30		1,885.00
6,700 lin. ft.	12 Inch Sewer Pipe	2.50		16,750.00
600 lin. ft.	15 Inch Sewer Pipe	2.90		1,740.00
500 lin. ft.	18 Inch Sewer Pipe	3.00		1,500.00
120 lin. ft.	Extra for Pipe Under Pavement	3.00		360.00
38 only	Concrete Catch Basins	60.00		2,280.00
1 only	Special Concrete Catch Basin	100.00		100.00
19 only	Concrete Manholes	210.00		3,990.00
2 only	Adjustment of Catch Basins	25.00		50.00
580 cu. yds.	Concrete Curbs	40.00		23,200.00
240 sq. yds.	Concrete Walks	3.00		720.00
230 sq. yds.	Concrete Driveways	4.00		920.00
40 cu. yds.	Class "A" Concrete	58.00		2,320.00
6,000 lbs.	Metal Reinforcement	0.10		600.00
All Required	Backfilling Culvert Pipe			200.00
180 only	Metal Sight Posts	2.70		486.00
80 lin. ft.	1½" Electrical Conduit	1.50		120.00
82,600 cu. yds.	Coarse Crushed Material in Base	2.30		189,980.00
9,800 cu. yds.	3/4" - 0 Material in Base	2.30		22,540.00
2,360 M-gal.	Sprinkling	1.00		2,360.00
4.52 miles	Preparation of Base	250.00		1,130.00
1,380 cu. yd.	3/4" - 0 Material in Binder Course	3.00		4,140.00
216 tons	EC-3 Asphalt in Binder Course	36.00		7,776.00
35,280 tons	Class "B" Asphaltic Concrete	5.60		197,120.00
85 tons	RS-1 Asphalt in Tack Coat	38.00		3,230.00
125 only	Extra for Asphaltic Concrete Approaches	40.00		5,000.00
196 tons	150-200 Asphalt in Pavement Seal	40.00		7,840.00
2,040 cu. yd.	Aggregate in Pavement Seal	3.50		7,140.00
19,700 lin. ft.	Asphaltic Concrete Traffic Markers	0.60		11,820.00
	Subtotal			$580,942.00
	10% Engr. & Cont.			58,094.20
	Total			$639,036.20

Length of Roadway 4.525 Miles
Cost of Roadway Per Mile $151,223.46

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
INSIDE CITY LIMITS OF BEAVERTON			
Roadway	$ 16,820.10	$ 10,028.00	$ 6,792.10
OUTSIDE CITY LIMITS OF BEAVERTON			
Roadway	$639,036.20	$380,972.00	$258,064.20
	$655,856.30	$391,000.00	$264,856.30

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-183(7)

KEENVILLE-BEAVERTON SECTION

OF THE TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 13, 1955

Inside City Limits of Beaverton

Type Code 6201
Roadway (Sta. 204+00 to Sta. 212+74)

All Required		Clearing and Grubbing (5%)		$ 250.00
1	only	Removal of Catch Basin	$ 20.00	20.00
130	cu.yd.	Drainage Excavation, Unclassified	2.50	325.00
2,500	cu.yd.	General Excavation, Unclassified	0.45	1,125.00
0.17	mile	Finishing Roadbed and Slopes	750.00	127.50
50	lin.f.	12-inch Concrete Pipe	2.00	100.00
800	lin.f.	12-inch Sewer Pipe	2.00	1,600.00
2	only	Concrete Catch Basins	75.00	150.00
1	only	Concrete Manhole	250.00	250.00
2	only	Adjustment of Manholes	50.00	100.00
10	cu.yd.	Concrete Curbs	45.00	450.00
20	only	Metal Sight Posts	2.50	50.00
80	lin.f.	1½" Electrical Conduit	1.50	120.00
1,400	cu.yd.	Coarse Crushed Material in Base	2.25	3,150.00
200	cu.yd.	3/4" - 0 Material in Base	2.50	500.00
40	M-gal.	Sprinkling	2.50	100.00
0.17	mile	Preparation of Base	200.00	34.00
20	cu.yd.	3/4" - 0 Material in Binder Course	3.50	70.00
4	tons	RC-3 Asphalt in Binder Course	40.00	160.00
800	tons	Class "B" Asphaltic Concrete	5.75	4,600.00
1	ton	RS-1 Asphalt in Tack Coat	40.00	40.00
5	only	Extra for Asphaltic Concrete Approaches	25.00	125.00
4	tons	150-200 Asphalt in Pavement Seal	40.00	160.00
60	tons cu yds	Aggregates in Pavement Seal	4.00	240.00
300	lin.ft.	Asphaltic Concrete Traffic Markers	1.00	300.00
		Subtotal		$ 14,146.50
		10% Engr. & Cont.		1,414.65
		Total		$ 15,561.15

Length of Roadway 0.166 mile
Cost of Roadway per mile $93,741.86

Outside City Limits of Beaverton

Type Code 6201
Roadway (Sta. 212+74 thru equation 214+09.82-1+33.42 to Sta. 239+00)

All Required	Clearing and Grubbing (95%)		$ 4,750.00
9 only	Removal of Catch Basins	$ 20.00	180.00
1,470 cu.yd.	Drainage Excavation, Unclassified	2.50	3,675.00
44,500 cu.yd.	General Excavation, Unclassified	0.45	20,025.00
106,000 yd.sta.	Short Overhaul	0.02	2,120.00
5,200 C-yd.sta.	Long Overhaul	0.50	2,600.00
4.52 miles	Finishing Roadbed and Slopes	750.00	3,390.00
14,000 lin.ft.	Rounding Cutbanks	0.20	2,800.00
400 lin.ft.	12-inch Concrete Pipe	2.00	800.00
110 lin.ft.	18-inch Concrete Pipe	3.50	385.00
100 lin.ft.	24-inch Concrete Pipe	4.50	450.00
24 lin.ft.	30-inch Concrete Pipe	6.00	144.00
170 lin.ft.	36-inch Concrete Pipe	8.50	1,445.00
40 lin.ft.	8-inch Corrugated Metal Pipe	2.25	90.00
510 lin.ft.	12-inch Corrugated Metal Pipe	3.00	1,530.00
50 lin.ft.	42-inch Corrugated Metal Pipe	11.50	575.00
1,450 lin.ft.	8-inch Sewer Pipe	1.25	1,812.50
6,700 lin.ft.	12-inch Sewer Pipe	2.00	13,400.00
600 lin.ft.	15-inch Sewer Pipe	3.00	1,800.00
500 lin.ft.	18-inch Sewer Pipe	3.50	1,750.00
120 lin.ft.	Extra for Pipe Under Pavement	2.00	240.00
38 only	Concrete Catch Basins	75.00	2,850.00
1 only	Special Concrete Catch Basin	100.00	100.00
19 only	Concrete Manholes	250.00	4,750.00
2 only	Adjustment of Catch Basins	25.00	50.00
580 cu.yd.	Concrete Curbs	45.00	26,100.00
240 sq.yd.	Concrete Walk	3.00	720.00
230 sq.yd.	Concrete Driveways	4.00	920.00
40 cu.yd.	Class "A" Concrete	45.00	1,800.00
6,000 lbs.	Metal Reinforcement	0.14	840.00
All Required	Backfilling Culvert Pipe		375.00
180 only	Metal Sight Posts	2.50	450.00
80 lin.ft.	1½" Electrical Conduit	1.50	120.00
82,600 cu.yd.	Coarse Material in Base	2.25	185,850.00
9,800 cu.yd.	3/4" - 0 Material in Base	2.50	24,500.00
2,360 M-gal.	Sprinkling	2.50	5,900.00
4.52 miles	Preparation of Base	200.00	904.00
1,380 cu.yd.	3/4" - 0 Material in Binder Course	3.50	4,830.00
216 tons	RC-3 Asphalt in Binder Course	40.00	8,640.00
35,200 tons	Class "B" Asphaltic Concrete	5.75	202,400.00
85 tons	RS-1 Asphalt in Tack Coat	40.00	3,400.00
125 only	Extra for Asphaltic Concrete Approaches	25.00	3,125.00
196 tons	150-200 Asphalt in Pavement Seal	40.00	7,840.00
2,040 cu.yd.	Aggregate in Pavement Seal	4.00	8,160.00
19,700 lin.ft.	Asphaltic Concrete Traffic Markers	1.00	19,700.00
	Subtotal		$578,285.50
	10% Engr. & Cont.		57,828.55
	Total		$636,114.05

Length of Roadway 4.525 miles
Cost of Roadway per mile $140,577.69

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City Limits of Beaverton			
Roadway	$ 15,561.15	$ 9,337.00	$ 6,224.15
Outside City Limits of Beaverton			
Roadway	636,114.05	381,663.00	254,451.05
	$651,675.20	$391,000.00	$260,675.20

RECEIVED
APR
FOR AUDIT

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 18, 1958

(CONTRACT NO.) F-1837(7) (EST. NO.) (CONTRACTOR)

4499 (VOUCHER NO.)	4497	16 Final (WARRANT NO.)	Porter W. Yett (AMOUNT)	(DATE)
[illegible] 8467		H210106	$ 19,050.37	4-18-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: Aug. 31, 1956

Time Extensions: Sept. 6, 1957

Completion Date: Sept. 6, 1957

Date Accepted: Mar. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Apr. 18, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 21 1958

NOTED ON CARD

RECEIVED
APR 10 1958
FOR FILING

F-18307
4L 1

Apr. 10, 1958

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4499 for grading and paving on the Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County was completed by the contractor, Porter W. Tett, on Sept. 6, 1957, and was formally accepted by the Highway Commission on Mar. 27, 1958.

Final payment in the amount of $19,050.37, will be released to the contractor on or after Apr. 21, 1958. The total contract amount is $634,958.79, of which amount $18,536.13 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
APR 10 1958
FOR FILING
F-1530(1)
4-1-1

Apr. 10, 1958

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4499 for grading and paving on the Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County was completed by the contractor, Porter W. Iott, on Sept. 6, 1957, and was formally accepted by the Highway Commission on Mar. 27, 1958.

Final payment in the amount of $19,050.37, will be released to the contractor on or after Apr. 21, 1958. The total contract amount is $634,958.79, of which amount $18,536.13 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
APR 10 1958
FOR FILING
F-183(9)
4[illegible]7

Apr. 10, 1958

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4499 for grading and paving on the Readville-Beaverton Section of the Tualatin Valley Highway in Washington County was completed by the contractor, Porter W. Kett, on Sept. 6, 1957, and was formally accepted by the Highway Commission on Mar. 27, 1958.

Final payment in the amount of $19,050.37, will be released to the contractor on or after Apr. 21, 1958. The total contract amount is $634,958.79, of which amount $18,536.13 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
APR 1 1958
FOR FILES

F 163 (2)
4499

Mar. 31, 1958

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission at its meeting held on Mar. 27, 1958, had under discussion your request for an extension of time from Aug. 31, 1956, to Oct. 31, 1957, within which to complete your Contract No. 4499, for grading and paving on the Readville-Beaverton Section of the Tualatin Valley Highway in Washington County.

The State Highway Commission granted an extension of time to Sept. 6, 1957, the date of completion of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Tom Edwards
A. G. Shelton
Ray W. Pyle

NOTED ON CARD

RECEIVED
MAR 25 1958
FOR FILING

F-183(:)
4 1 17

March 24, 1958

Request for extension of time
No. 1
March 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Porter W. Yott for an extension of time on the Reedville-Beaverton Section, Contract No. 4499, from August 31, 1956 to October 31, 1957.

The contractor was considerably delayed at the beginning of the project due to the large amount of water mains, power lines, and other utilities which were moved by others. Also, extremely high water in early 1956 indicated a definite need of extensive revision of drainage facilities, which tended to delay the grading.

Mr. C. G. Polk, of the Bureau of Public Roads, will concur in an extension to December 31, 1956, only, without penalty. We are allowed federal participation for engineering up to ten per cent of the final contract cost, which in this case would be $63,496.00, if the project had been completed by December 31, 1956. Actual engineering expenditures to that date were $41,649.00 and will be all the Bureau will pay. Total engineering for the project was $65,780.00, leaving a total of $24,131.00 which the State must assume.

This project was actually completed September 6, 1957, and I am recommending the extension to and including that date without penalty, notwithstanding the nonconcurrence of the Bureau of Public Roads beyond December 31, 1956. The drainage revisions and the slowness of the utility companies in moving their facilities were not the fault of the contractor.

This is not a liquidated damages contract.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:dmh hi

RECEIVED
MAR 10 1958
FOR FILING

NOTED
W. C. WILLIAMS

W.C. Williams

March 7, 1958

Contract #4499

F. H. ( )

4499

FINAL COST ANALYSIS
Reedville-Beaverton
Grading & Paving
Contractor - Porter W. Yett
Resident Engineer, Roy W. Pyle

Tualatin Valley Hwy.
Prefix 34-1089
Project #F-183 (9)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$33,600.00	$	$ 7,255.01	$ 33,600.00
Removal of Catch Basins	10	Each	15.00	10.53	105.34	150.00
Drainage Excavation	3,240.24	Cu.Yd.	2.00	2.11	6,826.75	6,480.48
General Excavation	39,986.9	" "	.40	.402	16,091.35	15,994.76
Short Overhaul	11,452.7	Yd.Sta.	.01	.0076	850.25	1,114.53
Long Overhaul	7,665.6	C.Yd.Sta.	.25	.24	1,845.46	1,916.40
Finishing R/B & Slopes	4.62	Mile	500.00	463.59	2,141.79	2,310.00
Rounding Cutbanks	8,470	Lin.Ft.	.10	.093	788.28	847.00
12" Concrete Pipe	819	" "	1.25	1.25	1,021.97	1,023.75
18" Concrete Pipe	6	" "	2.50	3.37	20.19	15.00
24" Concrete Pipe	6	" "	3.50	4.39	26.34	21.00
36" Concrete Pipe	76	" "	6.50	6.22	472.64	494.00
8" Corr. Metal Pipe	186	" "	2.20	2.03	378.50	409.20
12" Corr. Metal Pipe	166	" "	3.00	2.74	454.89	498.00
8" Conc. Sewer Pipe	651	" "	1.30	1.04	673.81	846.30
12" Conc. Sewer Pipe	8,703	" "	2.50	2.36	20,500.90	21,757.50
15" Conc. Sewer Pipe	1,038	" "	2.90	2.61	2,711.20	3,010.20
18" Conc. Sewer Pipe	465	" "	3.00	3.14	1,461.55	1,395.00
Extra for Pipe Under Pavement	167	" "	3.00	1.88	314.04	501.00
Concrete Catch Basins	41	Each	60.00	60.00	2,460.00	2,460.00
Special Conc. Catch Basins	1	"	100.00	100.00	100.00	100.00
Concrete Manholes	17	"	210.00	210.00	3,570.00	3,570.00

Contract #4499

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Adjustment of Manholes	3	Each	$ 25.00	$ 25.00	$ 75.00	$ 75.00
Adjustment of Catch Basins	1	"	25.00	25.00	25.00	25.00
Concrete Curbs	492.2	Cu.Yd.	40.00	40.00	19,688.00	19,688.00
Concrete Walks	285.21	Sq.Yd.	3.00	3.00	855.63	855.63
Concrete Driveways	68.36	" "	4.00	4.00	273.44	273.44
Class "A" Concrete	31.16	Cu. Yd.	58.00	58.00	1,807.28	1,807.28
Metal Reinforcements	4856	Lbs.	.10	.10	485.60	485.60
Backfilling Culvert Pipe	All		200.00	148.45	148.45	200.00
Metal Sight Posts	115	Each	2.70	2.35	270.17	310.50
1½" Electrical Conduit	170	lin.Ft.	1.50	1.04	177.39	255.00
Coarse Crushed Material	100,106	Cu.Yd.	2.30	2.41	240,846.36	230,243.80
3/4"-0 Material in Base	12,991	" "	2.30	2.44	31,716.43	29,879.30
Sprinkling	4,093.3	M/Gal	1.00	1.00	4,113.37	4,093.30
Preparation of Base	4.62	Mile	250.00	203.45	939.95	1,155.00
3/4"-0 Material in Binder Course	1,054	Cu.Yd.	3.00	2.72	2,869.53	3,162.00
RC-3 Asph. in Binder Course	180.16	Ton	36.00	34.52	6,218.40	6,485.76
Class "B" Asph. Conc.	34,365.57	Ton	5.60	5.60	192,618.30	192,447.19
RS-1 Asph. in Tack Coat	18.8	Ton	38.00	33.12	622.62	714.40
Extra for Asph. Conc. Approaches	159	Each	40.00	30.61	4,866.70	6,360.00
Asph. Conc. Traffic Markers	18,069.9	Lin.Ft.	.60	.54	9,714.38	10,841.94
PA#1 Drainage Excav.	17.54	Cu.Yd.	4.20	2.92	51.18	73.67
PA#1 Metal Reinforcements	9,599	Lbs	.12	.12	1,151.88	1,151.88
PA#1 Class "A" Concrete	66.32	Cu.Yd.	63.50	63.50	4,211.32	4,211.32
PA#2 6" Perf. Corr. Metal Pipe, Uncoated	560	Lin.Ft.	2.90	2.05	1,147.82	1,624.00

Contract #4499

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA#3 Cement Adj. Favor of Contractor	46.9	Bbl	$ 3.70	$ 3.70	$ 173.53	$ 173.53
PA#4 Special Backfill	940	Cu.Yd.	1.40	1.11	1,044.99	1,316.00
Force Account					17,255.78	18,536.13
					$613,438.76	$634,958.79

Gross Revenue	$634,958.79
Total Cost	613,438.76
Profit	$ 21,520.03

Net Profit Equals 3.3% of Gross Revenue.

Reedville-Beaverton
Contract # 4499

Detail of Costs
Porter W. Yett

LABOR:

Labor		$110,029.14	
Labor Insurance		9,264.45	
Health & Welfare		3,889.88	
			$123,183.47

MATERIALS:

6" Corr. Metal Perf. Pipe	620' at .80	$ 496.00	
6" Corr. Metal Bands	30 At .98	29.40	
8" Corr. Metal Pipe	186' at 1.53	284.58	
8" Corr. Metal Bands	9 at 1.53	13.77	
12" Corr. Metal Pipe	166' at 2.11	350.26	
12" Corr. Metal Bands	6 at 2.11	12.66	
8" Concrete Sewer Pipe	734' at .42	308.28	
12" Concrete Sewer Pipe	8,703' at .78	6,788.34	
15" Concrete Sewer Pipe	1,038' at 1.20	1,245.60	
18" Concrete Sewer Pipe	465' at 1.50	697.50	
12" Concrete Culvert Pipe	819' at .94	769.86	
18" Concrete Culvert Pipe	54' at 1.91	103.14	
24" Concrete Culvert Pipe	129' at 2.65	341.85	
30" Concrete Culvert Pipe	102' at 3.59	366.18	
36" Concrete Culvert Pipe	251' at 4.76	1,194.76	
42" Concrete Culvert Pipe	16' at 6.12	97.92	
48" Concrete Culvert Pipe	140' at 7.55	1,057.00	
8" Corr. Metal Perf. Pipe	104' at 1.83	190.32	
8" Corr. Metal Bands	5 at 1.71	8.55	
Amount Paid for Base Rock	100,106 Cu.Yd. at 1.40	140,148.40	
Amount Paid for 3/4"-0 Rock	14,045 Cu.Yd. at 1.50	21,067.50	
Amount Paid for rejects	940' at .75	705.00	
RC-3 Asphalt	180.16 Ton at 27.25	4,909.36	
RS-1 Asphalt	18.8 Ton at 27.60	518.88	
Class "B" Asphalt Concrete	34,401.31 Ton at 4.25	146,205.57	
Electrical Conduit	170' at .55	93.87	
Sight Posts	115 at 1.30	149.50	
			$328,154.05

EQUIPMENT RENTALS & MISC. SUPPLIES:

Equipment Rental, Owned	$ 56,036.08
Equipment Rental, Hired	32,274.01
Gas, Oil & Grease	12,375.07
Bond	4,502.41
Ph & PD Insurance	3,300.87
Freight & Cartage	201.42
Small Tools & Misc. Supplies	296.44
P. U. C.	475.50

Contract #4499 Detail of Costs (Continued)

Home Office & General Overhead	$ 18,003.06	
Amount Paid Pacific Concrete Co.	34,636.38	
		$162,101.24
		$613,438.76

Contract #4499 Detail of Costs (Continued)

Home Office & General Overhead	$ 18,003.06	
Amount Paid Pacific Concrete Co.	34,636.38	
		$162,101.24
		$613,438.76

Reedville-Beaverton
Contract #4499

Remarks

This was a Federal Aid Primary project calling for grading and paving of 4.69 miles of highway roadbed on the Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County.

The contract was bid June 30, 1955, awarded August 12, 1955, work started December 6, 1955 and the project completed September 6, 1957.

The contractor moved in a D-6 cat with clearing dozer and a crew of six men and started clearing December 6, 1955. Slow progress was made on this work due to the inclement weather during the winter months. The clearing was completed May 11, 1956.

The excavation was done by Butler Construction Co. The grading progressed satisfactorily during the summer months of 1956, but was not completed that year which resulted in working in the spring of 1957. A small loss was suffered on the excavation.

All of the culvert and sewer pipe was installed by B. F. Shephard. The pipe was purchased and the payroll was paid by the contractor. Good progress was made on the pipe installations, realizing a small profit.

The Pacific Concrete Co. subcontracted placing of all concrete on this project, which included concrete curbs, box culvert, catch basins, and concrete manholes. Good progress was made on the cement work.

The contractor crushed all of his base, 3/4"-0, and the paving aggregate. From his crushing plant located at the Scholls Quarry site, the base rock and the 3/4"-0 rock was hauled with a total of five single unit and five twin unit trains and the street work was performed with two graders and two rollers. The rock was placed in 1956 and 1957, as the roadbed was not in shape for all of the rock to be placed simultaneously. Therefore the contractor suffered a loss on this item, but the contractor had extra money on the clearing to compensate for the crushed rock and the Class "B" asphaltic concrete price. Had the contractor placed all of this material in one season, there would have been a profit shown on these items. The Class "B" aggregate was hauled from the Scholls Quarry site to the Beaverton Paving plant site with five 6 cubic yard trucks.

The contractor, using his paving plant at his commercial set up at Beaverton, started mixing and laying Class "B" apshaltic concrete October 9, 1956 and worked until November ?, 1956, when operations ceased for the winter. The contractor resumed the paving operations on June 6, 1957, hauling the material with eight to nine 10 cubic yard trucks and using one Barber Greene Paver and two rollers. Fair progress was made on the paving operation, but due to the work being done in two different years resulted in no profit on this item.

The contractor had good bid prices, good equipment, good supervision, but due to the time absorbed on the project, only a fair profit was realized.

W. H. Juve
Chief Cost Analyst

By George Kayser

RECEIVED
FEB 26 1958
FOR FILING

F-183(9)

4499

February 20, 1958

Mr. G. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On January 27 we requested your concurrence in and extension of time on the Bradley Park-Wauna Contract, No. 4520, Oregon BF-221 (4), and on January 28 we also requested concurrence in an extension on the Tualatin River-Middleton Contract, No. 4326, Oregon F-73 (12); the Reedville-Beaverton Contract, No. 4499, Oregon F-183 (9); and the Washington County Line-Hillsdale Contract, No. 4560, Oregon S-198 (3) and US-198 (4).

We have not yet received a reply to our requests. We cannot present these contracts to the Commission for acceptance or make final payment to the contractors until we have received your recommendations. May we please have them so that these contracts can be presented to the Commission at its February 27-28 meeting for acceptance.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EAP:dmh

cc Mr. Tom Edwards

RECEIVED
JAN 29 1958

January 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Reedville-Beaverton Contract, No. 4499, Oregon F-83 (9), from August 31, 1956 to September 6, 1957, to Porter W. Yett, contractor.

The contractor was held up to a considerable extent by the failure of the Utilities Company to move its facilities within a reasonable time. The contractor made every effort to work but, due to the incident stated, was unable to do so.

I am recommending that this extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EAP:dmh me

cc Mr. Tom Edwards

RECEIVED
JAN 2? 1958

January 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Reedville-Beaverton Contract, No. 4499, Oregon F-83 (9), from August 31, 1956 to September 6, 1957, to Porter W. Yett, contractor.

The contractor was held up to a considerable extent by the failure of the Utilities Company to move its facilities within a reasonable time. The contractor made every effort to work but, due to the incident stated, was unable to do so.

I am recommending that this extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EAP:dmh me

cc Mr. Tom Edwards

RECEIVED
NOV 13 1957
FOR FILING

Nov. 12, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W. Yett, in connection with Contract No. 4499, for grading and paving on the Roedville-Beaverton Section of the Tualatin Valley Highway in Washington County. This payment, in the amount of $987.74, will be released to the contractor on or after Nov. 22, 1957. The retained percentage is $19,048.71.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 14 1957
FOR FILING

F-183 (1)

4499

Oct. 14, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

It is the intention of the State Highway Commission to release to Porter W. Yett a portion of the funds heretofore retained by the Commission on Contract No. 4499, for grading and paving on the Readville-Beaverton Section of the Tualatin Valley Highway in Washington County.

This payment, in the amount of $29,169.64, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $19,018.17. The present payment will be released on or after October 24, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 21 1957
FOR FILING

F-183(9)
08-35
4497

C file

September 19, 1957.

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon F-183(9), Reedville-Beaverton
Section of the Tualatin Valley Hwy.

Dear Sir:

We are returning herewith all copies of Order for State Force Work No. 277 covering installation of two mercury vapor luminaires in Beaverton on the above project.

The proposed installation cannot be approved as participating work as it is located on a city street and the lighting is considered an obligation of the city.

It has been the policy of the Bureau of Public Roads to participate in illumination within cities only in instances where required for protection of traffic on high-speed, controlled access arterials, and then only when city street lighting is plainly inadequate, such as on grade separation structures.

Accordingly, we must continue to refuse participation in lighting on city streets until such time as there is a change in Bureau policy on the subject.

Very truly yours,

C. G. Polk
Division Engineer

Attachments

FILED

Original to SHP
with encls.

RECEIVED
SEP 19 1957
FOR FILING

F-102(9)
4499

September 17, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Attention: A. F. Bester

Dear Sir:

Reference is made to your letter of September 13, 1957, requesting additional information and sketch for work under Order for State Force Work No. 277, Reedville-Beaverton Section, Centrest No. 4499 in Washington County, Oregon Project F-183(9).

The total amount of the estimated cost is $1,300.00. Anticipated amount of Federal funds is $805.00.

Three copies of detailed sketch of luminaires are enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encls.

DBP:ia

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

450 STATE HIGHWAY BLDG.
SALEM, OREGON

3-3

September 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-183(9), Reedville-Beaverton Section, Tualatin Valley Highway - Order for State Force Work No. 277

Dear Sir:

The force work order provides for installation of two mercury vapor luminaires to illuminate island areas near the Beaverton end of the project.

Your letter of September 11, requesting approval of the force account work, does not meet requirements of Policy and Procedure Memorandum 21-3.2 in that it does not show the estimated total cost or the amount of Federal funds involved.

Also, to facilitate review and to complete our records, it is necessary that we have a detailed description of the proposed installations including a plan showing their exact locations.

The work order will be held pending receipt of the requested information.

Very truly yours,

C. G. POLK
Division Engineer

By:

A. F. BESTER
Acting Division Engineer

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Reedville-Beaverton

Highway Tualatin Valley County Washington

Contractor Porter W. Yett

Date of contract Aug. 12, 1955

Date work started Dec. 6, 1955

Project authorization $692,019.00

Exclusive of engineering $642,808.76

Estimated cost of completed project, exclusive of engineering $647,726.95

Estimated per cent overrun ~~OVERRUN~~ . . . . . 2.13 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 49,210.24

Engineering cost to date $ 57,262.50, 116.4 %

For Week Ending September 14, 1957

Kind of work Grading and Paving

Section prefix 34-1089

Contract number 4499

Specified work days Does Not Apply

Work days used " " "

Per cent of time elapsed 100 % (Aug. 31, 1956) %

Date project was completed September 6, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

A. G. Skelton and A. E. Johnson went over project Monday with Porter W. Yett, contractor.

Notice of Completion Date of Sept. 6, 1957 was submitted Monday.

Office crew working on semi-final estimate.

CONSTRUCTION DIVISION
RECEIVED
SEP 16 1957
NOTED DE RE ADE DOE

Noted
M. N. Juve

NOTED
G. F. PAULSEN

Signed Roy W. Ryle

Address 2131 SW Scholls Ferry Road, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 136

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.69	4.69		4.69	4.69
Miles partially completed	"	"		"	"
Miles completed	"	"		"	"
Total estimated quantities (contract)	47,000 CY	97,000 CY		506 T	36,000 T
Total quantities corrected to date	38,100 CY	114,149 CY		200 T	34,365 T
Estimated quantities moved or placed to date	38,100 CY	114,149 CY		200 T	34,365 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	0				
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Sunny		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
SEP 17 1957
FOR FILING

F 183(2)
08-35
4417

September 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-183(9), Readville-Beaverton Section, Tualatin Valley Highway - Order for State Force Work No. 277

Dear Sir:

The above work order provides for installation of two mercury vapor luminaires to illuminate island areas near the Beaverton end of the project.

Your letter of September 11, requesting approval of the force account work, does not meet requirements of Policy and Procedure Memorandum 21-6.2 in that it does not show the estimated total cost or the amount of Federal funds involved.

Also, to facilitate review and to complete our records, it is necessary that we have a detailed description of the proposed installations including a plan showing their exact locations.

The work order will be held pending receipt of the requested information.

Very truly yours,

C. G. POLK
Division Engineer

By:

A. F. BESTER
Acting Division Engineer

MAILED

Original to
Mr. Probert

RECEIVED
SEP 12 1957
FOR FILING

F-183(9)

4119

September 12, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 6, 1957, on Contract No. 4499, Beaverton-Sherwood Section, in Washington County, in connection with Federal Aid Project No. F-183(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Prehart
Office Engineer

SHP:Clarence G. Swanson

FORM E-123X 57½M 10-56

RECEIVED
SEP 16 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

F-183(9)

4499

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 11, 1957

Castles & Musick
Attorneys at Law
395 N.W. Canyon Road
Beaverton, Oregon

ATTENTION: James B. Castles

File No. 22876 - Oakes
Beaverton-Reedville Section
Tualatin Valley Highway
Washington County

Gentlemen:

This is in answer to your previous correspondence which concerns a complaint by your client, Inga Thorpe Oakes, and which has to do with highway construction adjacent to her property in Reedville.

Mr. Stuntz, the Right of Way Agent who originally negotiated with Mrs. Oakes, has retired from the Department and has moved to California, so that we have not been able to get a statement from him relative to his understanding in the matter. However, we have had our Appraisal Section review the right of way transaction, with the idea of attempting to determine as to whether or not Mrs. Oakes was adequately compensated, taking the present construction into consideration. It is our Appraiser's thinking that, even though there may have been some misunderstanding as to the exact height of the fill, your client has been adequately compensated for land taken and damages to the remainder.

Because of this, there is nothing I can recommend to the Highway Commission in the way of allowing Mrs. Oakes additional compensation.

Very truly ypurs,

R. L. PORTER
Right of Way Engineer

RLP:IH
cc: Forrest Cooper

RECEIVED
SEP 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

FORM E-1232 87½M 10-56

RECEIVED
SEP 16 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

F 173 (4)

4497

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 11, 1957

Castles & Musick
Attorneys at Law
395 N.W. Canyon Road
Beaverton, Oregon

ATTENTION: James H. Castles

File No. 22876 - Oakes
Beaverton-Reedville Section
Tualatin Valley Highway
Washington County

Gentlemen:

This is in answer to your previous correspondence which concerns a complaint by your client, Inga Thorpe Oakes, and which has to do with highway construction adjacent to her property in Reedville.

Mr. Stuntz, the Right of Way Agent who originally negotiated with Mrs. Oakes, has retired from the Department and has moved to California, so that we have not been able to get a statement from him relative to his understanding in the matter. However, we have had our Appraisal Section review the right of way transaction, with the idea of attempting to determine as to whether or not Mrs. Oakes was adequately compensated, taking the present construction into consideration. It is our Appraiser's thinking that, even though there may have been some misunderstanding as to the exact height of the fill, your client has been adequately compensated for land taken and damages to the remainder.

Because of this, there is nothing I can recommend to the Highway Commission in the way of allowing Mrs. Oakes additional compensation.

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP:IH
cc: Forrest Cooper

RECEIVED
SEP 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

LAW OFFICES OF
CASTLES & MUSICK
385 N.W. CANYON ROAD
BEAVERTON, OREGON
MITCHELL 4-2148

JAMES B. CASTLES
ALBERT R. MUSICK

August 30, 1957

Mr. Forrest Cooper
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Re: Inga Thorpe Oakes
Your File No. 22876

Dear Mr. Cooper:

I determined today that your representative who visited the Oakes property in Reedsville on August 29 was Mr. Bunnell.

Today he returned to the property, taking measurements and asking questions relative to the costs of various items.

To the extent set forth, I desire to correct another letter I wrote to you today.

Very truly yours,

CASTLES & MUSICK

James B. Castles

JBC:mh

Original to Porter

LAW OFFICES OF

CASTLES & MUSICK

[illegible] S.W. Canyon Road

BEAVERTON, OREGON

[illegible]

JAMES R. CASTLES
ALBERT S. MUSICK

August 30, 1957

Mr. Forrest Cooper
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Re: Inga Thorpe Cakes
Your File No. 22876

Dear Mr. Cooper:

My client has informed me that Mr. Porter and some other man came to her premises on August 29, 1957, to view the elevation about which I wrote you.

She related to your representatives how she specifically inquired into the change of elevation to be caused by the new highway when she was dealing with your representative Stuntz.

According to my client, your representatives on August 29 looked at the property, then some man came later and took some pictures but did not come to see her.

No one said much one way or the other, but merely said it would be up to your legal department to make a determination.

I shall await further word from you.

Very truly yours,

CASTLES & MUSICK

James R. Castles

JRC:mh

Mr. Porter has previous correspondence

RECEIVED
SEP 12 1957
FOR FILING

F 1X 2 (1)
4417

September 11, 1957

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 277 covering installation of two mercury vapor luminaires on the Sherwood-Tonquin Section of the Tualatin Valley Highway in Washington County, Contract No. 4489, in connection with Federal Aid Project No. S-433(9).

This work is necessary for the direction and safety of traffic. It was anticipated and funds included in the Project Authorization. The contractor is not equipped to do the work, while the State Sign Division is equipped and staffed to do it. The amount is too small to do by separate contract.

Your approval of this order, by State forces, is requested.

Very truly yours

W. C. Williams
State Highway Engineer

By

R. H. Prohart
Office Engineer

PHRAcr
Encls.

RECEIVED
SEP 3 - 1957
FOR FILING

F-183(9)
4477

August 27, 1957

Mr. James B. Castles
Castles & Musick
395 N. W. Canyon Road
Beaverton, Oregon

Dear Sir:

This will acknowledge your letter of August 23, 1957, which refers to the Inga Thorpe Oakes property, our File 22876.

I am handing your letter to Mr. R. L. Porter, Right of Way Engineer, for investigation and answer. You should hear from Mr. Porter in the not-too-distant future.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. R. L. Porter

Mr. Porter: Please handle.

LAW OFFICES OF
CASTLES & MUSICK
3006 N. W. CANYON ROAD
BEAVERTON, OREGON
MITCHELL 4-3100

JAMES B. CASTLES
ALBERT H. MUSICK

August 23, 1957

Oregon State Highway Commission
Salem, Oregon

Re: Inga Thorpe Oakes
Your File No. 22876

Gentlemen:

Mrs. Oakes has consulted us in connection with her property located in Reedville, Washington County, Oregon, a portion of which you acquired for the Beaverton-Reedville Unit, Beaverton-Forest Grove Highway in the Tualatin Valley.

For the property and resulting damage to her business, you paid her a total of $1260.00.

At the time she signed the papers, she specifically inquired of your negotiator, W. G. Stuntz, relative to the change in grade, at which time she was told that the change would not be over two feet.

She made changes to her business property, but after the Highway was built the grade was between four and six feet past her business property.

We desire to know what adjustments can be made with her in view of the change in your plan and the resulting damage to her property in excess of that which she was told it would be.

Very truly yours,

CASTLES & MUSICK

James B. Castles

JBC:mh
cc: Mrs. Inga Thorpe Oakes
21615 SW Tualatin Highway
Aloha, Oregon

LAW OFFICES OF
CASTLES & MUSICK
306 N. W. CANYON ROAD
BEAVERTON, OREGON
MITCHELL 6-2160

JAMES B. CASTLES
ALBERT B. MUSICK

August 23, 1957

Oregon State Highway Commission
Salem, Oregon

Re: Inga Thorpe Oakes
Your File No. 22876

Gentlemen:

Mrs. Oakes has consulted us in connection with her property located in Reedville, Washington County, Oregon, a portion of which you acquired for the Beaverton-Reedville Unit, Beaverton-Forest Grove Highway in the Tualatin Valley.

For the property and resulting damage to her business, you paid her a total of $1260.00.

At the time she signed the papers, she specifically inquired of your negotiater, W. G. Stuntz, relative to the change in grade, at which time she was told that the change would not be over two feet.

She made changes to her business property, but after the Highway was built the grade was between four and six feet past her business property.

We desire to know what adjustments can be made with her in view of the change in your plan and the resulting damage to her property in excess of that which she was told it would be.

Very truly yours,

CASTLES & MUSICK

James B. Castles

JBC:mh
cc: Mrs. Inga Thorpe Oakes
21615 SW Tualatin Highway
Aloha, Oregon

RECEIVED
JUL 21 1957
FOR FILES

File

FOREIGN
4499

08-35

July 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-183(9)
Readville-Beaverton Contract No. 4499

Dear Sir:

Returned without approval are all copies of Order for State Force Work No. 274, dated July 12, 1957.

We are not approving the work for Federal participation as it appears to be of a temporary nature and has already been performed. Also, the amount is too small to warrant the formal procedures necessary for justification of the use of State forces.

Very truly yours,

C. G. POLK
Division Engineer

Encl.

Original to
Mr. Probert

RECEIVED
JUL 19 1957
FOR FILING

F-123 (1)

4499

July 18, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 874 covering placing reflectorized barricades on the Hazelville-Beaverton Section of the Tualatin Valley Highway in Washington County, Contract No. 4499, in connection with Federal Aid Project No. F-123(9).

This work is necessary for protection of the travelling public at the transition from four to two lane highway. The State is better equipped to perform this work than the contractor. The amount is too small to contract separately. Your approval of this order on force account basis is requested.

Equipment rental rates will conform to the established schedule.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:or

RECEIVED
MAY 27 1957
FOR FILING
F-183(9)
4499

May 22, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering installation of 8" perforated corrugated metal pipe on the Needville-Beaverton Section of the Tualatin Valley Highway in Washington County, Contract No. 4499, in connection with Federal Aid Project No. F-183(9).

This work is necessary to take care of field drainage water which showed up after fall rains started. The field drain is lower than our drainage and it is necessary to cross the highway with the water to get rid of it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JAN 29 1957
FOR FILING

F 183(9)

4499

Salem, Oregon
January 25, 1957

Mr. S. H. Probert
Office Engineer

I am attaching a letter from District Engineer Polk of the Bureau of Public Roads which refers to Oregon Project F-183(9), Reedville-Beaverton Section of the Tualatin Valley Highway, in which he turns down our request for federal-aid participation on Extra Work Order No. 5 for removing some soft material from the subgrade.

While the matter could probably be belabored about, I do not believe it is of sufficient magnitude to cause deep concern. In order to eliminate some possible future objection by the Bureau, please see that suitable clauses are put in our future specifications to cover like situations.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Encl.

08-35

January 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-183(9)
Reedville-Beaverton Section of the
Tualatin Valley Highway

Dear Sir:

We are returning, unapproved, all copies of Order for Extra Work No. 5 for the above project. This order covers force account work in connection with the excavation of soft areas in the subgrade.

While there would be no objection to participation in the cost of this work at the unit price bid for general excavation, the Bureau has repeatedly refused to participate in payments for such work under price agreements or extra work orders involving force account methods, unless contract authority existed therefor. We do not believe there is any in this case and unless such authority is pointed out to us, we must refuse favorable action on the extra work order.

To cover future cases of this nature a specification similar to the following one, as used by the State of Washington, is suggested:

> "Unsuitable Material. Whenever the material in the finished roadway is of such a nature that, in the judgment of the Engineer, it will impair the stability or usefulness of the highway, said material shall be removed and disposed of as directed by the engineer and shall be paid for by 'Force Account'. The material secured to replace the material removed will be estimated and classified in accordance with these specifications and paid for at the contract price for such excavation".

Very truly yours,

C. G. POLK
District Engineer

NOTED
FORREST COOPER

Original to
Mr. Probert

Encls.

RECEIVED
OCT 19 1956
FOR FILING

I-153 (7)

4479

October 18, 1956

Brush and Bradley
Attorneys at Law
U. S. National Bank Building
Hillsboro, Oregon

Attention: Mr. Carrell F. Bradley

Gentlemen:

Reply is made to your letter of October 17, 1956 in which you urge the State Highway Department to expedite payment to the Aloha-Huber Water District the sum of $9,627.71 which represents expense incurred by the District in revising its facilities to accommodate improvement of the Tualatin Valley Highway through the district.

I have consulted our Accounting Division and find that payment of the billing is now being processed and that the voucher covering the same should be sent to the District within the next few days. A warrant should be in the hands of the District within a short time after the voucher has been returned properly executed by the District's representative. I can assure you that it will reach the district so it can be used to pay the bond and interest payments that are due on December 1.

It is regreted that there has been some delay in affecting this payment. This was partly due to the necessity to secure approval of the Highway Commission for the excess payment over and above the amount that the Commission previously authorized.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison (2)

BUSH & BRADLEY
ATTORNEYS AT LAW
U. S. NATIONAL BANK BLDG.
HILLSBORO, OREGON

TELEPHONE 5801

NEAL W. BUSH
CARRELL F. BRADLEY

October 17, 1956

State Highway Commission
Salem
Oregon

Re: Aloha-Huber Water District

Gentlemen:

The Aloha-Huber Water District and the Oregon State Highway Department had an agreement whereby the Highway Commission agreed to pay for the expense of relocation of water mains and valves etc. that resulted from the relocation and improvement of the Tualatin Valley Highway running through that district. As early as May 1, 1956, the Aloha-Huber Water District, through its engineer, Mr. Carter, submitted the itemized cost of this expense amounting to $9,627.71. It has been the understanding of the district that they would receive their funds prior to July 1, 1956, in order to meet certain bond and interest payments. The district has used its money that it had on hand in payment to the contractor who did the work and the district is now urgently in need of the funds from the Highway Commission. The district will have another bond payment, together with interest, falling due on December 1st. The district urgently needs the money to meet these payments.

The water district commissioners have requested that I write you direct urging that you take whatever steps are necessary to expedite this payment.

Thank you very much for your consideration, I remain,

Very truly yours,

BUSH & BRADLEY

Carrell F. Bradley

ANSWERED
H. B. GLAISYER

CFB:cp
cc Aloha-Huber Water District Mr. Elden W. Carter

RECEIVED
OCT 5 1956

FOR FILING

F-183 (7)

4499

October 4, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering construction of special manhole on the Beaverton-Tualatin Section of the Tualatin Valley Highway in Washington County, Contract No. 4499, in connection with Federal Aid Project No. F-183(9).

Due to revision of drainage and placement of a 48" pipe in lieu of 36" pipe at Station 85+76, it is necessary to construct the special manhole for maintenance purposes.

Very truly yours,

M. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DEPreh

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OCT 5 1956
FOR FILING

F 123 .11
4499

October 4, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering excavation of soft area in subgrade on the Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County, Contract No. 4499, in connection with Federal Aid Project No. F-183(9).

This work is necessary to provide stable subbase. Drainage will be provided under contract items to drain the springs encountered in the area.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DEPyeh

EIVED
P 26 1956
R FILING
153 (1)
4497

September 26, 1956

Honorable Elsa Smith
Governor of Oregon
Salem, Oregon

Dear Governor Smith:

I have just this minute received your note of September 24 to which was attached a copy of The Valley News, of Beaverton, having reference to highway construction in that vicinity.

I had already noted a copy of this paper and had requested that an immediate investigation be made. The investigation was made promptly, and I quote herein the report submitted to me by the Construction Engineer for the State Highway Department:

"I attach hereto report by A. E. Johnson to Division Engineer Skelton with reference to the adverse publicity appearing in the Valley News under date of September 20th with respect to the Reedville-Beaverton project in the town of Aloha.

"I inspected this project on Monday, September 24th, with Skelton and Johnson, Resident Engineer Pyle and Contractor Porter Yett. Considerable difficulty was encountered by the contractor due to uncharted water and gas lines, particularly with respect to lines which were near the subgrade elevation. Some water lines were broken and work was necessarily delayed while repairs were made. I found, in general, the method of operation was good in that the crushed rock base was replaced as rapidly as possible after the excavation was completed. All driveways were replaced as rapidly as possible. At the present time service to the businesses is as good or better than can be expected on projects of this kind. With reference to specific points brought out in the article, I wish to report as follows:

"Jim Jersey owns a feed store which had a paved apron extending well cut into the street. This was removed back to the curb line and as soon as possible the base rock was brought up to the remaining portion of the apron. Admittedly, the access is not as easy as was possible before but, of course, Jersey no longer has use of the street for parking area.

"I am unable to shed any light on the painting of the windows of Nancy Carol's fine food establishment by Paul Haines, operator.

"Leonard Farlow, proprietor of the drug store, objected to a trench dug in front of his place. In a separate story, Contractor Porter Yett says

this ditch was dug against his orders. He stated that this was his order issued to his construction superintendent which the superintendent has disregarded due to the fact that the trench must be dug with a backhoe and it was dug while a backhoe was in the vicinity, which was good construction practice. The trench is approximately 8 inches deep and occupies area which might otherwise be used for parking by Leonard Farlow's customers.

"With respect to signs, lights and barricades, the contractor reported, and was substantiated by the division and resident engineers, that a considerable number of barricades and lights were placed and maintained during the early part of the operation, but that the lights disappeared, probably through vandalism, and that the barricades were removed and piled on adjacent property, no doubt by the property owners.

"Some delay was caused by the revision of the drainage due to last winter's heavy storms but was handled in an expeditious manner, as indicated by Johnson's report. A change was made in pipe sizes which had nothing to do whatsoever with the mechanics of excavation, drainage trenches, placing pipes, drainage basins etc.

"With respect to the shrinkage, it appears that the plans called for hauling some material from the westerly portion of the job through Aloha. The shrinkage was greater than expected and a larger amount of material had to be hauled through Aloha than was anticipated. The contractor and engineers both stated that the condition with respect to dust was objectionable during the hauling of this material and that water was used to abate this nuisance. The contractor was then subject to criticism from local merchants due to tracking of mud into stores by pedestrians so that a middle of the road policy was attempted with only enough water being used to lessen the dust menace.

"It appears to me, as stated before, that the project is proceeding in an orderly fashion. Some discussion with the resident engineer and the division engineer indicated that the contractor's superintendent, a Mr. Patterson, and Porter Yett, Jr. were not in the least diplomatic with the local citizenry, and that they had been taken to task for this attitude by Porter Yett, Sr.

"I find nothing that can be done at the present time to improve the conditions, everything having been attended to in the best manner possible. The condition will get better from now on with the possible exception of a condition which might occur on the westerly end of the job if a rain should occur prior to the time that the subgrade, which is roughed in, can be polished and covered with rock.

"All parties concerned were advised that steps must be taken to provide rock driveways to provide service across the widened surface of the grade to residences and businesses in the area. I was assured that this would be done."

The matters as brought out in the paper are, of course, always regrettable, but in this instance it appears that the newspaper reporter, in his efforts to make a story that would create more interest, has somewhat overstated

facts, particularly as to the contractor's statements. I personally called the contractor, Porter Yett, the same day I received the article, and he advised me that he had been misquoted and had made no such statements as appeared in the paper.

We are making every effort to see that construction activities in this vicinity proceed with as small inconvenience as possible to the residents, which we try to do in all cases.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper

ELMO SMITH
GOVERNOR

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

September 24, 1956

NOTED
W. C. WILLIAMS

Mr. W. C. Williams, Highway Engineer
State Highway Department
Salem, Oregon

Dear Dutch:

The enclosed front page of The Valley News has been sent to me without comment. If the reporter's alarm is justified, and the conditions he described are accurate, you may want to do a little checking into the matter also.

Sincerely yours,

E. S.

Governor

ES:Fl

RECEIVED
SEP 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ALOHA MERCHANT Leonard Farlow of the Aloha Pharmacy is one of many businessmen in the community bisected by Tualatin Valley highway. Merchants protested this week that highway improvement construction methods were interfering with business. Farlow is pictured applying shovel to open, unmarked ditch in front of his store. Bud Fullerton

BUSINESS SAGGING

Aloha Merchants Complain About Road Job Technique

By BUD FULLERTON

ALOHA — Aloha, one of the older towns in the Tualatin Valley, is rapidly becoming the uprooted construction camp of a road building crew, which has left a swath of torn up highway, deplorable dust conditions, ditches two feet deep, in general, conditions unfavorable towards the operation of business, according to Leonard Farlow, owner and operator of the Aloha Pharmacy.

Local merchants suffering from the loss of business due to the deep, unfilled ditches in front of their establishments are asking, "Has the road contractor left on a long summer vacation?"

According to Jim Jersey, proprietor of the feed store, the road gang did a wonderful job of tearing up the road in front of his place, but they let a deep cut which even an Alpine mountain climber would have trouble negotiating.

Since adequate parking facilities are non-existent, prospective customers continue to either Beaverton or Hillsboro. Jersey wondered if the road contractor is working in conjunction with the chambers of commerce of these two towns. Jersey said he has made repeated complaints, even to the state highway department and has always encountered that proverbial stone wall of disinterest.

Paul Haines, operator of Nancy Carol's fine food establishment, spent last Sunday painting the windows of his restaurant since, he said "he might as well paint because his customers are headed east or west due to impossible parking conditions, due to deep, unfilled cuts."

Leonard Farlow, who was interviewed Saturday night while shoveling dirt into the ditch in front of his pharmacy claimed he likes to sell first aid supplies but not for injuries incurred by falling into this unmarked, deep trench.

Said trench is anywhere from eight inches to two feet deep and runs the entire length of the south side of town and as a direct part of the highway has not one warning blinker light, red lantern or construction warning sign to protect the unwary pedestrian or motorist. Farlow hazily recalls a warning light or two late last spring when construction work in the town was

(Continued on Page 2)

Plan Revisions Get Blam From Contractor on Job

BEAVERTON — In Beaverton Wednesday, Porter W. Yett, owner of the contracting firm widening Tualatin Valley highway through Aloha, sympathized with complaining merchants and residents along the project and explained some of his difficulties.

"Somebody goofed," he said.

Yett explained the job of widening the highway from two to four lanes from Beaverton through Reedville is progressing in a "progressive" manner and as rapidly as possible in light of revisions and miscalculations in specifications.

Drainage alone, the contractor said, is causing us a big headache because after last spring's heavy rains the highway department has just doubled the drainage specifications for the original project. Earth shrinkage in another thorn in Yett's side, he went on, because engineers' estimates turned out conservative and as a result the job is currently shy about 14,000 yards of dirt.

In Aloha in particular, he explained, the problem of uncharted water mains, septic tanks and drainage facilities are the reasons for the torn-up condition of the street under fire by community businessmen. The ditch pictured on this page, he said, was dug against his orders and is connected with installation of curbing. That part of the job postponed, however, because of drainage specification revisions and the ditch has just had to stand empty.

He said his men are working conscientiously to provide reasonable access to all residents and business people in light of their own difficulties. What appears to be spotty work here and there, he said, is the result of backtracking to comply with the revisions and not part of his construction plan.

The valuable continuity of a planned job has been seriously impaired by miscalculations and revisions, he said, and we are working as progressively as possible westerly direction to provide best completed highway fac we can as quickly as possible.

RECEIVED
SEP 28 1956
FOR FILING
FORM 830—80M—9-56—99654
5-1837
Y 4 69
30

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26th, 1956

SUBJECT: Aloha

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

L

I attach hereto report by A. E. Johnson to Division Engineer Skelton with reference to the adverse publicity appearing in the Valley News under date of September 20th with respect to the Reedville-Beaverton project in the town of Aloha.

I inspected this project on Monday, September 24th, with Skelton and Johnson, Resident Engineer Pyle and Contractor Porter Yett. Considerable difficulty was encountered by the contractor due to uncharted water and gas lines, particularly with respect to lines which were near the subgrade elevation. Some water lines were broken and work was necessarily delayed while repairs were made. I found, in general, the method of operation was good in that the crushed rock base was replaced as rapidly as possible after the excavation was completed. All driveways were replaced as rapidly as possible. At the present time service to the businesses is as good or better than can be expected on projects of this kind. With reference to specific points brought out in the article, I wish to report as follows:

Jim Jersey owns a feed store which had a paved apron extending well out into the street. This was removed back to the curb line and as soon as possible the base rock was brought up to the remaining portion of the apron. Admittedly, the access is not as easy as was possible before but, of course, Jersey no longer has use of the street for parking area.

I am unable to shed any light on the painting of the windows of Nancy Carol's fine food establishment by Paul Haines, operator.

Leonard Farlow, proprietor of the drug store, objected to a trench dug in front of his place. In a separate story, Contractor Porter Yett says this ditch was dug against his orders. He stated that this was ~~an~~ his order issued to his construction superintendent which the superintendent has disregarded due to the fact that the trench must be dug with a backhoe and it was dug while a backhoe was in the vicinity, which was good construction practice. The trench is approximately 8 inches deep and occupies area which might otherwise be used for parking by Leonard Farlow's customers.

NOTED
FORREST COOPER

With respect to signs, lights and barricades, the contractor reported, and was substantiated by the division and resident engineers, that a considerable number of barricades and lights were placed and maintained during the early part of the operation, but that the lights disappeared, probably through vandalism, and that the barricades were removed and piled on adjacent property, no doubt by the property owners.

Some delay was caused by the revision of the drainage due to last winter's heavy storms but was handled in an expeditious manner, as indicated by Johnson's report. A change was made in pipe sizes which had nothing to do whatsoever with the mechanics of excavation, drainage trenches, placing pipes, drainage basins etc.

With respect to the shrinkage, it appears that the plans called for hauling some material from the westerly portion of the job through Aloha. The shrinkage was greater than expected and a larger amount of material had to be hauled through Aloha than was anticipated. The contractor and engineers both stated that the condition with respect to dust was objectionable during the hauling of this material and that water was used to abate this nuisance. The contractor was then subject to criticism from local merchants due to tracking of mud into stores by pedestrians so that a middle of the road policy was attempted with only enough water being used to lessen the dust menace.

It appears to me, as stated before, that the project is proceeding in an orderly fashion. Some discussion with the resident engineer and the division engineer indicated that the contractor's superintendent, a Mr. Patterson, and Porter Yett, Jr. were not in the least diplomatic with the local citizenry, and that they had been taken to task for this attitude by Porter Yett, Sr.

I find nothing that can be done at the present time to improve the conditions, everything having been attended to in the best manner possible. The condition will get better from now on with the possible exception of a condition which might occur on the westerly end of the job if a rain should occur prior to the time that the subgrade, which is roughed in, can be polished and covered with rock.

All parties concerned were advised that steps must be taken to provide rock driveways to provide service across the widened surface of the grade to residences and businesses in the area. I was assured that this would be done.

Tom Edwards
Construction Engineer

TE:AR
Enc.

FORM S 80A [illegible]

OREGON STATE [illegible] DEPARTMENT

[illegible] OFFICE

Portland, Oregon.
September [illegible], 1930

SUBJECT

TO: A. G. Skelton

Reference is made to two newspaper articles in the Beaverton Valley News under date of Thursday, September 20th, regarding merchant's complaints on highway work in Aloha, and Porter Yett's explanation of job revisions being responsible for delays etc.

The following is submitted as a job history for this project, showing the progress made by the contractor and details in connection with his work.

After high water of the past season, it was deemed advisable to make certain revisions in drainage on this project, and these revisions were submitted to Salem for approval. After approval had been received from Salem, Mr. Roy Pyle, resident engineer, called Mr. Porter Yett on April 16th, and advised him of these revisions. Reference is made to Mr. Pyle's letter of June 16th in which he advised that Mr. Yett desired to go over these changes personally in the field before quoting prices for a Price Agreement, but was too busy at the time, and agreed to do so at the earliest possible date. On May 7th, Mr. Pyle received Mr. Yett's prices, and a Price Agreement was submitted to the Division Office on May 14th. This agreement was not approved by Salem. A Price Agreement for the box culvert near Station 5+00, and an Extra Work Order to cover other revisions, were worked out, and approved on May 25th. Mr. Pyle states in his letter that it appeared that a considerable amount of this delay from April 16th until May 25th was caused by Mr. Yett's delay in quoting any price agreeable to him.

On May 24th excavation was started for the box culvert extension at Station 44+60, and in the period from May 24th to the week of July 21st, the contractor was engaged in drainage work, consisting of culverts, storm sewers and manholes. During the week of July 21st, work was started by the contractor in clearing stumps and removing sod. Actual grading operations were started during the week of July 28th.

On or about August 20th, the contractor started excavating in the vicinity of Aloha, starting on the north side of the highway, and west of the main traffic light. He started making excavations in this area with his scrapers, and due to soft material, service [illegible]

NOTED
TOM EDWARDS

NOTED
L. H. Young

FORM A-804

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

Portland, Oregon.
September [illegible], 1930

SUBJECT

TO: A. G. Skelton

Reference is made to two newspaper articles in the Beaverton Valley News under date of Thursday, September 20th, regarding merchant's complaints on highway work in Aloha, and Porter Yett's explanation of job revisions being responsible for delays etc.

The following is submitted as a job history for this project, showing the progress made by the contractor and details in connection with his work.

After high water of the past season, it was deemed advisable to make certain revisions in drainage on this project, and these revisions were submitted to Salem for approval. After approval had been received from Salem, Mr. Roy Pyle, resident engineer, called Mr. Porter Yett on April 16th, and advised him of these revisions. Reference is made to Mr. Pyle's letter of June 16th in which he advised that Mr. Yett desired to go over these changes personally in the field before quoting prices for a Price Agreement, but was too busy at the time, and agreed to do so at the earliest possible date. On May 7th, Mr. Pyle received Mr. Yett's prices, and a Price Agreement was submitted to the Division Office on May 14th. This agreement was not approved by Salem. A Price Agreement for the box culvert near Station 5+00, and an Extra Work Order to cover other revisions, were worked out, and approved on May 25th. Mr. Pyle states in his letter that it appeared that a considerable amount of this delay from April 16th until May 25th was caused by Mr. Yett's delay in quoting any price agreeable to him.

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On or about August 20th, the contractor started excavating in the vicinity of Aloha, starting on the north side of the highway, and west of the main traffic light. He started making excavations in this area with his scrapers, and due to soft material, service

NOTED
L. H. Young

NOTED
TOM EDWARDS

connections to the water main were broken at several places. At this time it was agreed that these places would be dug out due to water softening the subgrade, and that this work would be submitted as "Extra Work."

On August 23rd the contractor started excavating east of the traffic light in Aloha and on the south side of the highway immediately in front of the drug store with a back hoe, excavating for curb construction, as well as for base rock. This work was continued until about August 28th or 29th. At that time, base rock was placed immediately following the excavation, except that a trench was left where curbs were to be built. Work was also carried on during this time on the north side of the highway in the same manner, except that no trench was dug for curbs. On September 7th, at the request of the contractor, a meeting was held to consider claims for force account work in the vicinity of Aloha and at intersections both east and west of Aloha, Namely at Huber Avenue and Vista Avenue. Mr. Yett felt that excavation work through the vicinity of Aloha, since it was necessary to make with a back hoe, should be paid on a force account basis. He also felt that excavation across the intersections of Huber Avenue and Vista Avenue should also be on force account basis. This was based on the fact that two water mains existed, as well as laterals, which in his opinion were sub-standard. These water pipes were admittedly below subgrade elevation, but varied from 6 inches to a foot clearance, and Mr. Yett felt that this was inadequate for him to perform his work with heavy equipment, and consequently should be paid on force account basis. I advised Mr. Yett that I could not authorize force account work, and he requested this work to be reviewed by Mr. Skelton. On September 10th you met with Mr. Yett regarding these claims, and advised him that work in these areas should be performed, and any claim for extra compensation should be submitted on a claim basis.

Subsequent to this you advised Mr. Porter Yett by letter to proceed with the above mentioned work, and that any claim for extra compensation should be handled on a claim basis.

From approximately August 29th to September 20th, at which time the newspaper articles appeared, no further work was performed by the contractor in the immediate business district of Aloha. Excavation was made at the intersection of Vista Avenue, and as of this date, September 22nd, excavation is proceeding at Huber Avenue, using a small back hoe.

Attention is directed to the quoted statement of Mr. Porter Yett in the newspaper article, that the ditch constructed for the curbs was dug against his orders. Mr. Roy Pyle, resident engineer, advises me that he has questioned the inspectors and personnel under his direction, and that none of our people ordered him to make this excavation. There apparently is no question that this work was done at the direction of one of Mr. Yett's foremen or by his superintendent.

Barricades have been used in the Aloha area, although admittedly probably on the scarce side rather than the ample side.

RECEIVED
SEP 13 1956
FOR FILING

WILLIAM G. HARE
FRANCIS E. STURGIS
JAMES E. BURDETT
RICHARD SMURTHWAITE,

Hare, Sturgis & Burdett
ATTORNEYS AT LAW
Hillsboro, Oregon
TELEPHONE 181

REFERRED TO
Cooper
By State Highway Engineer
Note

August 31, 1956

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

This will acknowledge receipt of your letter of August 30. At the time I wrote to you on August 22, Mrs. Rudolph advised me that there was no indication as to when the ditch would be filled.

In view of your letter advising as to the delays encountered, I can assure you that I will advise Mr. and Mrs. Rudolph that they have no basis for claim whatever. I fully understand that some inconvenience results in connection with the construction activities, but the facts presented to me by you indicate that there is no basis for claim. I understood that the delay occasioned was far more than normal.

Thanking you very kindly, I remain

Very truly yours,

Francis E. Sturgis

FRANCIS E. STURGIS

FES:ij

NOTED
FORREST COOPER

RECEIVED
SEP 4 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 30 1956
FOR FILING

August 30, 1956

Mr. Francis E. Sturgis
Attorney at Law
Hillsboro, Oregon

Dear Sir:

Reference is made to your letter of August 22 regarding a ditch constructed in front of your clients' service station, Mr. and Mrs. F. L. Rudolph, of Aloha. I have had this situation investigated and find the facts to be as follows:

This ditch was dug Monday, August 20. While digging this ditch some water and gas lines were encountered, of which we had no knowledge, and they were broken. Repairs to the water and gas lines slowed up the backfilling of this ditch until Wednesday night, August 22, at which time an approach was made to the Rudolphs' service station. Complete access to the service station was provided Thursday, August 23.

I am sure you appreciate the fact that some inconveniences will result from construction activities on a job of this nature. Please be assured that we will try to hold all inconveniences to a minimum.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

LHY:ep fn

Hare, Sturgis & Burdett
ATTORNEYS AT LAW

WILLIAM G. HARE
FRANCIS E. STURGIS
JAMES E. BURDETT
RICHARD SMURTHWAITE

Hillsboro, Oregon
TELEPHONE 181

August 22, 1956

State Highway Commission
Salem, Oregon

Re: Beaverton-Hillsboro Section, Tualatin Valley Highway.

Gentlemen:

Mr. and Mrs. F.L.Rudolph, of Aloha, Oregon, have conferred with me relative to a construction situation that apparently has developed on the Tualatin Valley Highway. They advise me that the constructor working on the Aloha section of the road has dug a ditch some four feet deep in front of their service station, with the result that they have had no business since Monday; and there appears to be nothing in process to rectify the condition for an indefinite period in the future.

Would you please have your right-of-way superintendent check into this matter, so that the Rudolphs can continue to operate their service station? They certainly cannot afford to be tied up for an indefinite period of time so far as continuing their business is concerned.

May I please hear from you when you have made an investigation into the matter?

Very truly yours,

Francis E. Sturgis

FRANCIS E. STURGIS

FES:kj

RECEIVED
AUG 23 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 13 1956
FOR FILING

F-183 (7)

4499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6th, 1956

SUBJECT: Reedville-Tualatin Section
Tualatin Valley Highway
Contract No. 4499

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to Laboratory Reports Nos. 399 and 399979, dated August 29th, 1956, showing 1.4 and 3.7 percent deficiency in the material retained on the 1¼-inch screen for the 2½"-0 crushed rock being produced at the Cobb quarry.

While this material has been accepted as base rock aggregate, there has been consistent deficiency ranging from 0 to 5.3 percent in the larger sizes during the month of August.

It is our aim to have all materials used in the construction of our roads meet our specifications. Will you please instruct the resident engineer to have the contractor so adjust his plant operation that the percent of crushed rock retained on the 1¼-inch screen falls within the specified range.

Also, please have the resident engineer so mark samples of the improved aggregate that it is clear they represent corrected crushed rock.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY/WCH:AR

cc to: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
SEP 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 13 1956
FOR FILING

F-183 (9)

4499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6th, 1956

SUBJECT: Reedville-Tualatin Section
Tualatin Valley Highway
Contract No. 4499

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to Laboratory Reports Nos. 399 and 399979, dated August 29th, 1956, showing 1.4 and 3.7 percent deficiency in the material retained on the 1½-inch screen for the 2½"-0 crushed rock being produced at the Cobb quarry.

While this material has been accepted as base rock aggregate, there has been consistent deficiency ranging from 0 to 5.3 percent in the larger sizes during the month of August.

It is our aim to have all materials used in the construction of our roads meet our specifications. Will you please instruct the resident engineer to have the contractor so adjust his plant operation that the percent of crushed rock retained on the 1½-inch screen falls within the specified range.

Also, please have the resident engineer so mark samples of the improved aggregate that it is clear they represent corrected crushed rock.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY/WCH:AR

cc to: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
SEP 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 1956
FOR FILING

FORM ESO—60M—11-55—90224
F-183 (9)
4499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1956

SUBJECT: Beaverton-Reedville Section
Tualatin Valley Highway
Contract No. 4499

To:

Mr. W. C. Williams
Deputy State Highway Engineer

Office

NOTED
W. C. WILLIAMS

With reference to your Assignment No. 6648 which dealt with a protest by Nels and Bernice Christensen regarding an unauthorized encroachment upon their property, I wish to advise as follows:

The contractor has had some material to be wasted in this area and contacted several property owners about the raising of their property grade to our curb grade throughout this section. Where they were agreeable, he has wasted material on their property. In the Christensen case, a relative resides on their property and permission was given the contractor by this renter to dump on the property. The owners did not see eye to eye with this, hence the protest.

Mr. Christensen has been contacted by our Resident Engineer and he advises no harm has been done inasmuch as the material has been removed. I believe the matter can be dropped.

L. H. Young
Asst. Construction Engineer

LHY:ep

RECEIVED
AUG 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

2380 SW 76th Ave.,
Portland, Oregon
July 31, 1956

ASSIGNMENT

Or Date: August 6, 1956 No. 6648 By WCW

Subject Description: Letter of July 31 by Mr Nels Christensen and Bernice Christensen, Portland, stating workmen employed on proposed widening of Tualatin Valley Highway at Aloha have encroached x on their private property.

Acknowledged by____ Referred to Cooper ✓

__Investigate and report with recommendation
XX Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks:

Executed 8-8-56 Report Received_____

Nels Christensen
Bernice Christensen
2380 SW 76th Ave.,
Portland, Oregon

PLEASE RETURN TO W. C. WILLIAMS
NOTED W. C. WILLIAMS
PLEASE RETURN TO W. C. WILLIAMS
RECEIVED AUG 2 1956 OREGON STATE HIGHWAY COMMISSION

2380 SW 76th Ave.,
Portland, Oregon
July 31, 1956

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Commission,
Salem, Oregon.

Sirs:-

Workmen employed on the proposed widening of the Tualatin Valley Highway at Aloha have encroached upon our private property, dummped several loads of undesirable refuse,(dirt, stumps cement etc.) at least 8 feet inside of our property lines, and driven a bulldozer over our land illegally.

This must be stopped, the refuse removed, and no further presspassing permitted or legal action will be taken.

Respectfully,

Nels Christensen

Bessie Christensen

2380 SW 76th Ave.,
Portland, Oregon

RECEIVED
AUG 2 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 1 1956
FOR FILING

F-183(9)

4499

August 6, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering State share of flagging costs on the Beaiville-Beaverton Section of the Tualatin Valley Highway in Washington County, Contract No. 4499, in connection with Federal Aid Project No. F-183(9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

DCPich

RECEIVED
AUG 6 1956
FOR FILING

F-183(9)

4499

08-35

August 2, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith all copies of Extra Work Order No. 2 covering the moving and resetting of mail boxes on Oregon Project F-183(9), Reedville-Beaverton Section of the Tualatin Valley Highway. The proposed work is not eligible for Federal participation.

In connection with earlier Federal-aid projects where installations of mail box posts were involved, the Washington office ruled that mail boxes and their supports are ineligible as they are for the convenience of adjacent land owners and rural carriers and cannot be considered a part of the highway.

Very truly yours,

C. G. POLK
District Engineer

Encls.

RECEIVED
AUG 1 1956
FOR FILING
F-183 (9)
4499

July 31, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the removal and resetting of mail boxes on the Beedville-Beaverton Section of the Tualatin Valley Highway in Washington County, Contract No. 4499, in connection with Federal Aid Project No. F-183(9). This is set-up as an extra work item in the contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HCWiia

Encl.

RECEIVED
JUN 27 1956
FOR FILING

F-183(1)

4499

June 26, 1956

Oregon State Highway Commission

Gentlemen:

In 1955 we entered into an agreement with the Aloha-Huber Water District for the movement and replacement of the District's water facilities in order to permit reconstruction of the Beaverton-Hillsdale section of the Tualatin Valley Highway. The Water District was to furnish all new pipe and pay for any betterments, and the Highway Department's cost was to be only the cost of relocating the existing facilities. The amount was estimated to be $8,975.75, and the Highway Commission was not committed to pay more than $9,000.

During the relocation of the pipe line, on several sections that would be under the pavement it was not considered desirable to backfill the trenches with earth due to settlement, and it was deemed necessary to backfill the trenches with crushed rock. This increased the cost of the work in the amount of $647.14, and, as this work was requested by the State and performed for the State's benefit, it is recommended that we make payment in the total amount of $9,622.91 in lieu of the $9,000 tap figure formerly established.

This matter will be on the agenda.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. C. H. Maison

12.
9

FORM 250—SOM—11-55—50884

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
June 21, 1956

SUBJECT: Aloha-Huber Water Line Revision
Beedville-Beaverton Section
Tualatin Valley Highway

To: Mr. W. C. Williams
Deputy State Highway Engineer

Office

Reference is made to my letter of June 13, 1956 regarding payment to the Aloha-Huber Water District in the amount of $651.96 in excess of the agreed on ceiling. You returned the letter to me with the following questions to which you desired answers before making a decision on the matter:

1. Upon whose instructions were the water pipe trenches backfilled with gravel.

2. What benefit was obtained by the use of gravel backfill.

3. Amount of gravel backfill used for this purpose.

4. Why was the above noted gravel backfill not included in the original estimate of cost.

These questions were put to Mr. Skelton and following are the answers which I believe are valid:

1. Instructions were given to the district's engineer, Mr. Carter, for backfilling water pipe trenches where they would affect our roadway, by our resident engineer, Roy W. Lyle, after confirmation with this office. This work was done in the winter season when the excavated soil was saturated, and was not suitable for backfill.

2. The benefit obtained by use of this backfill was that the pipe line trenches could be properly compacted, and we would not be troubled with settlement during and after our road construction.

3. The amount of gravel backfill used was 407 cubic yards, which cost their contractor $562.75. The contract with the district provided for 15% allowance to the contractor for materials, labor, etc., so the cost to the district was $647.16.

4. When the original estimate was made by the district's engineer, Mr. Carter, it was expected that this work would be done in the dry weather season. However, our agreement with the district was not completed until October, and the district went ahead as fast as they could to try to complete this movement of the water line so that it would not interfere with our construction. They have not interfered in any way with our contractor's operations.

On the basis of the above I wish to reiterate my recommendation that we pay the excess in the amount of $651.96 for a total billing in the amount of $9,627.71.

Please advise as we are holding the billings in this office until the question is resolved.

I. H. Young
Asst Construction Engineer

IHY:ep

RECEIVED
JUN 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-20K—37,000—2-56—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 20th, 1956

SUBJECT: Aloha-Huber Water Line Revision
Reedville-Beaverton Section
Tualatin Valley Highway

To:
Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

Under date of June 15th you wrote concerning the billing from the Aloha-Huber Water District for revising their water lines on the Reedville-Beaverton Section of the Tualatin Valley Highway. This bill in the amount of $9,627.71 was forwarded under date of May 24, 1956. You advised that this billing overran the agreed ceiling of $8,975.75 by $651.96. You also requested the following information.

1. Instructions were given to the district's engineer, Mr. Carter, for backfilling water pipe trenches where they would affect our roadway, by our resident engineer, Roy W. Pyle, after confirmation with this office. This work was done in the winter season when the excavated soil was saturated, and was not suitable for backfill.

2. The benefit obtained by use of this backfill was that the pipe line trenches could be properly compacted, and we would not be troubled with settlement during and after our road construction.

3. The amount of gravel backfill used was 407 cubic yards, which cost their contractor $562.75. The contract with the district provided for 15% allowance to the contractor for materials, labor, etc., so the cost to the district was $647.16.

4. When the original estimate was made by the district's engineer, Mr. Carter, it was expected that this work would be done in the dry weather season. However, our agreement with the district was not completed until October, and the district went ahead as fast as they could to try to complete this movement of the water line so that it would not interfere with our construction. They have not interfered in any way with our contractor's operations.

The Aloha-Huber Water District agreed to a ceiling of $8,975.75, which was confirmed in my letter of October 18, 1955 to the district. This letter was signed by the chairman and secretary

of the district, and by Elden Carter, their engineer. On the basis of this agreement, if the actual cost to the district of placing this gravel backfill were added, it would bring their bill to $9,622.91. Their billing totals $9,627.71, which is $4.80 more than the total shown above. The district would be willing to accept the $9,622.91 as a full and complete settlement of their cost in this relocating of their water facilities. They have also agreed to absorb the three locations in the Reedville area, where they did not have access to the property, due to right of way difficulties. I would recommend approval of their billing in the amount of $9,622.91.

A. G. SKELTON
Division Engineer

AGS:w
cc: Roy W. Pyle

FORM E20—GOM—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1956

SUBJECT: Aloha-Huber Water Line Revision
Roedville-Beaverton Section
Tualatin Valley Highway

To:

Mr. W. C. Williams
Deputy State Highway Engineer

Office

You will perhaps recall that in roving the Aloha-Huber Water District's facilities on the subject-named job, a ceiling was placed on the state's participation in this moving in the amount of $8,975.75. This was based on Mr. Carter's estimate for doing the work.

Most of the work has now been completed and the billing comes to $9,627.71, which is $651.96 in excess of the agreed on ceiling. This overrun was occasioned by the fact that we required them to backfill their ditches with gravel, which fact was not anticipated in Mr. Carter's estimate. There are still three locations where the water line must be changed. However, I have a letter from Mr. Carter in which he states that the water district will stand the cost of relocating the three services in the interest of early agreement of this bill.

It is my recommendation that in view of the increased cost occasioned by the gravel backfill, we pay the cost in the amount of $9,627.71.

I am holding the bills in this office until you advise me regarding the above.

L. H. Young
Ass't Construction Engineer

LHY:ep

cc - C. H. Maison

RECEIVED
JUN 13 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ELDEN W. CARTER
CONSULTING CIVIL ENGINEER
PORTLAND TRUST BLDG.
319 S. W. WASHINGTON ST.
PORTLAND 4, OREGON

May 1, 1956

Mr. A. G. Skelton, Division Engineer
Oregon State Highway Department,
9200 S.E. McLaughlin Blvd.,
Portland, Oregon.

Re: Aloha-Huber Water District

Dear Mr. Skelto

In accord… 55 there is
attached in qu… ating the
surface facili… on the Reed-
ville-Beaverto… which
total $9,627.7…

It is not … t forth in
your letter by … ounted for
in the item fo… the Highway
Department Eng… ded in the
original estim… its over-
head, the job … 5%. It is
believed that … this extra
cost.

It is als… the Reed-
ville area the… e the exist-
ing services … -of-way ac-
quisition. Th… en these
three service…

It is urg… ed as soon
as possible f… on prices,
the contracto… nds set
aside for bon…

ASSIGNMENT

Date: July 19, 1956 No. 6615 By Lorew

Description: File (5) on movement and replacement of Aloha-Huber Water District water facilities to permit reconstruction of Reedville-Beaverton Section of Tualatin Valley Highway. 4 copies of billing attached.

Acknowledged by____ Referred to Cooper ✓

__Investigate and report with recommendation
XXSuch action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report

Remarks: Process for payment in amount of $9,622.91.

WCW

PLEASE RETURN TO W. C. WILLIAMS

7-19-56
Bills processed to Accounting Div. for Payment

Executed 10-16-56 Report Received_____

Elden W. Carter, Engineer
Aloha-Huber Water District

In quad.
Encl. in quad.
cc- Aloha-Huber Water District

ELDEN W. CARTER
CONSULTING CIVIL ENGINEER
PORTLAND TRUST BLDG.
319 S. W. WASHINGTON ST.
PORTLAND 4, OREGON

May 1, 1956

Mr. A. G. Skelton, Division Engineer
Oregon State Highway Department,
9200 S.E. McLaughlin Blvd.,
Portland, Oregon.

Re: Aloha-Huber Water District

Dear Mr. Skelton:

In accordance with your letter of October 18, 1955 there is attached in quadruplicate the itemized costs of relocating the surface facilities of the Aloha-Huber Water District on the Reedville-Beaverton Section of the Tualatin Valley Highway which total $9,627.71.

It is noted that the above total exceeds that set forth in your letter by $651.96. This amount is more than accounted for in the item for gravel backfill which was directed by the Highway Department Engineer in charge and which was not included in the original estimate. Without the gravel item including its overhead, the job would have underrun the estimate by 0.6%. It is believed that the district should be reimbursed for this extra cost.

It is also understood that at three locations in the Reedville area the district was not permitted to relocate the existing services because of delay in settlement of right-of-way acquisition. There will be additional costs if and when these three services are relocated.

It is urged that the water district be reimbursed as soon as possible for, in order to secure lower construction prices, the contractor was paid immediately from district funds set aside for bond and interest payment on July 1, 1956.

Very truly yours,

Elden W. Carter

Elden W. Carter, Engineer
Aloha-Huber Water District

In quad.
Encl. in quad.
cc- Aloha-Huber Water District

RECEIVED
JUN 19 1956
FOR FILING

NOTED
W. C. WILLIAMS

F-183 (9)

4497

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1956

SUBJECT: Reedville-Beaverton
Tualatin Valley Hwy.
Contract No. 4499

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Reference is made to Laboratory Report No. 391308, dated June 13, 1956 showing only 8.6 percent retained on the 1½-inch screen for the 2½"-0 crushed rock being produced. The Liquid Limit is also 4 percent excessive.

There has been a rather consistent deficiency in material retained on the 1½-inch screen in the crushed rock produced from this quarry during the last two weeks. Prior to this good aggregate was produced.

Will you please instruct the resident engineer to have the contractor adjust his quarry and plant operations so that suitable aggregate can be produced. It is suggested that site screening be continuous and sand equivalent tests run until the contractor is able to produce suitable material consistently. It would appear as if the crusher openings can be enlarged and a scalping screen inserted to lower the amount of deleterious fines.

Also, will you instruct the resident engineer to so mark improved samples of aggregate submitted to the laboratory that it is clear they represent corrected material.

Forrest Cooper
Construction Engineer

By L. N. Young
L. N. Young
Ass't. Construction Engineer

LNY-WCH:ef

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1956
FOR FILING

FORM E-POX—[illegible]—11-55—[illegible]
4499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W. C. WILLIAMS

Salem, Oregon
June 6, 1956

SUBJECT: Reedville-Beaverton
Tualatin Valley Hwy.
Contract No. 4499

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Reference is made to Laboratory Reports Nos. 389918 and 390169, dated May 31, 1956 showing an excess of 12.8 and 6.9 percent retained on the #10 sieve for the ¼"-0 material being produced at the time of sampling.

Acceptance of this material is contingent upon providing "suitable fine sand...for blending". The tests have shown that the material is coarse, but one test taken on the 21st showed satisfactory material being produced. This may indicate that pit operations in the future may produce satisfactory ¼"-0 crushed rock.

Will you please instruct the resident engineer to have the contractor modify his plant operations so that acceptable material can be produced. This should be added to the existing stockpile in such a manner that the material in the stockpile meets the required gradation.

Will you also, please instruct the resident engineer to obtain samples of the "suitable fine sand" and submit them to the laboratory for tests as soon as possible. Please have the resident engineer so mark samples of improved ¼"-0 crushed rock submitted for test that it is clear they represent corrected materials.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1956
FOR FILING

FORM E-80X—60M—11-55—80226
I- -18319
4477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1956

SUBJECT: Reedville-Beaverton
Tualatin Valley Hwy.
Contract No. 4499

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

W. C. WILLIAMS

Reference is made to Laboratory Report No. 390403, dated June 4, 1956 showing 4.3 percent deficiency of material retained on the ½-inch screen in the 3/4"-1/4" crushed rock being produced at the Scholls Quarry.

Will you please instruct the resident engineer to tighten up this phase of the contract. Site screening will assist the contractor in producing suitable material.

Will you also, please instruct the resident engineer to so mark the samples of improved materials submitted for tests that it is clear they represent corrected crushed rock.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1956
FOR FILING

1F-183(9)
4499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1956

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

The subcontract between Porter W. Yett and the Pacific Concrete Company, covering Items 22 to 31, inclusive, on the Beaverton-Reedville Contract No. 4499, Oregon F-183 (9) is approved, and you may so inform the interested parties.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
MAY 29 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 29 1956
FOR FILING
F-183(7)
44011

May 28, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering drainage modification on the Readville-Beaverton Section of the Tualatin Valley Highway in Washington County, Contract No. 4499, in connection with Federal Aid Project No. F-183(7).

As the work involved increases by fifty per cent or more the culvert installation work called for by the plans, greatly increases the amount of pipe to be installed under existing pavement and under unfavorable traffic conditions, and would subject the contractor to considerable loss if paid for at contract prices, we consider payment on a force account basis to be in order.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HHP:MB

Encl.

RECEIVED
MAY 1[illegible] 1956
FOR FILING

F-1-2-11
4499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
May 16, 1956

SUBJECT: Reedville-Beaverton
Tualatin Valley Highway
Contract No. 4499

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Reference is made to Laboratory Report No. 388936, dated May 11, 1956 showing 13.2 percent deficiency in material retained on the ½-inch screen for the 3/4"-1/4" A/C aggregate being produced.

This operation has produced suitable material in the past. During this phase of the contract constant supervision of the plant operation appears necessary. The laboratory does not have the personnel available, therefore, it is suggested that a man from the Construction Division be temporarily assigned to make site screening tests for this contract.

Will you please instruct the resident engineer to make site screening tests so as to control the quality of the A/C material.

Also, will you please have the resident engineer so mark samples of aggregate submitted to the laboratory for tests that it is clear they represent improved materials.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
MAY 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-122X 87,500 4-55

RECEIVED
MAR 2 1956
FOR FILING

F-1637(9)
4499

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

March 26, 1956

COPY

Mr. Norman B. Kobin
Attorney at Law
Portland Trust Building
Portland 4, Oregon

Re: Partial Material Payments
Contract No. 4499-Reedville-Beaverton Section
Contract No. 4560-Washington Co. Line-Hillsdale Section

Dear Mr. Kobin:

Receipt is acknowledged of your letter of the 20th transmitting title report; copy of lease; copy of agreement, dated February 1, 1956, by and between B. I. Christensen and Porter W. Yett; and duplicate copies of agreement, dated March 5, 1956, between B. I. Christensen and Porter W. Yett; all relating to the manufacturing and storing of road materials on a tract in Section 5, Township 2 South, Range 1 West, W. M., in Washington County, Oregon.

This is to advise you that the instruments have been examined and are approved as a basis for the making of partial payments, covering stockpiled materials under the above designated contracts.

Very truly yours,

C. W. ENFIELD
Chief Counsel

JWD:RN

cc: Mr. W. C. Williams
Mr. S. H. Probert
Mr. Porter W. Yett
Mr. Forrest Cooper
Mr. A. G. Skelton

FORM E-122 500M REVISED 2-52

RECEIVED
MAR 16 1956
FOR FILING

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

F-182 191
4499

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

March 13, 1956

NOTED
W. C. WILLIAMS

Mr. Norman B. Kobin
Attorney at Law
Portland Trust Building
Portland 4, Oregon

Re: Partial Material Payments
Contract No. 4499-Reedville-Beaverton Sec.
Contract No. 4560-Washington County Line-
Hillsdale Section

Dear Mr. Kobin:

Receipt is acknowledged of your letter of March 6 with reference to advance partial payments on highway construction materials on the contracts referred to above.

Since the matter of advance payments on Contract No. 4267 on the Crosby Road-Concomely Road Section of the Portland-Salem Expressway the Commission gave the Chief Counsel authority to act as evidenced by extract from the Commission's Minutes of January 26, 1956, a copy of which is attached hereto. This extract, however, consists of the Secretary's minutes of the meeting as they will be presented to the Commission for final approval. The Commission has not acted as of this date, but it is expected that the minute entry will be approved as prepared by the Secretary.

The action of the Commission was based chiefly with the thought in mind of leased properties on which materials are stockpiled and not as a location on which there is both the manufacture and stockpiling of materials, so that in this instance, it would not appear necessary that the entire lease or agreement for the taking, manufacturing and storing of materials be assigned to the Commission.

However, in order to comply with the order of the Commission it appears that three things are essential.

1. A fully executed copy of the lease or agreement by which materials are being taken and stored be furnished.

2. That a satisfactory title report establishing the legal title of the lessor be furnished.

3. That there be a clause inserted in the agreement to the effect that the Lessor, B. T. Christensen and

> the Contractor, Porter W. Yett, agree to "Indemnify and hold harmless the Highway Commission, its members, officers, employees and agents against any and all claims for damages which might result from the use of the leased property." This clause is to be in addition to the language "The Oregon State Highway Commission shall not be liable or responsible in any way for the maintenance of said stockpiles, the eventual removal thereof except as it may desire, or for cleaning up or restoring the property at the conclusion thereof."

Two copies of the agreement submitted with your letter of March 6 are enclosed herewith. One copy is being retained in our files for comparison purposes.

As soon as the necessary instruments have been furnished in accordance with the requirements of the Commission further action will be taken.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. S. H. Probert
Mr. Porter W. Yett
Mr. Forrest Cooper

EXCERPT FROM STATE HIGHWAY COMMISSION MINUTES OF JANUARY 26, 1956
(Not approved as of March 7, 1956)

AGENDA ITEM 2 (g)

The Chief Counsel requested authority to accept on behalf of the Commission assignments of leasehold interests in property for the storage of material when acceptance of such assignments is recommended by the State Highway Engineer. At the present time, he stated, when contract materials are stored on ground not owned or leased by the State, it is necessary that the contractor assign his leasehold interest to the State for the duration of the contract in order to collect partial payments, for material stored upon the property involved. Under present procedure, it is necessary for the assignment to be submitted to the Highway Commission for acceptance. The Commission granted the authority, with the understanding that no assignment may be accepted by the Chief Counsel unless a fully executed copy of the lease is furnished to him by the contractor; a satisfactory title report is submitted to him by the contractor to establish the legal right of the lessor to lease the property to the contractor; the assignment is made without monetary consideration of any kind; and the assignment contains a provision obligating the assignor to indemnify and hold harmless the Highway Commission, its members, officers, employees, and agents against any and all claims for damages which might result from the use of the leased property.

RECEIVED
MAR 9 - 1956
FOR FILING

F-183 (1)
4499

Norman B. Kobin
Attorney At Law
Portland Trust Building
Portland 4, Oregon

C
O
P
Y

March 6, 1956

Mr. C. O. Enfield, Attorney
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 4499, Reedville-Beaverton Section Tualatin Valley Highway, Washington County

Contract No. 4560, Washington County Line - Hillsdale Section-Beaverton-Hillsdale Highway, Multnomah County

Porter W. Yett, Contractor

Dear Mr. Enfield:

You will recall that during the month of July, 1955, in order to authorize the Oregon State Highway Commission to pay to Mr. Yett on monthly estimates for the production and stockpiling of certain gravel on the Crosby Road-Concomely Road Unit of the Portland-Salem Expressway, Contract No. 4267, I prepared an instrument entitled "Lease" in favor of the Highway Commission. This lease substantially provided that the State Highway Commission would have control of certain land upon which the stockpiles were maintained. This form of agreement was approved by you and payments were thereupon made to Mr. Yett on monthly estimates, although the gravel was not placed upon the road bed and although the gravel was not stockpiled on Oregon State Highway right-of-ways.

A similar problem currently confronts us relative to the two above-noted contracts. In order to authorize the Oregon State Highway Commission to pay to Mr. Yett on monthly estimates gravel produced and stockpiled for the above noted contracts, I am following the same recommendation which you suggested and approved on the Salem Expressway job. I am therefore enclosing triplicate originals of agreement between Porter W. Yett, Contractor, and B. I. Christensen, record owner, of the real property upon which the stockpiles are being maintained. The form which is herewith enclosed is to the same effect and is in substantially the same language as the form which you have heretofore approved.

We trust that this will accomplish the desired effect and that monthly estimates for this work will be forwarded to Mr. Yett in their usual course.

Sincerely yours,

Norman B. Kobin

NBK:jb
Enclosures: 3

cc: Mr. W. C. Williams
Mr. S. H. Probert
Mr. James Cochell
Mr. P. W. Yett

RECEIVED
JAN 1 . 1956
FOR FILING
FORM E-90X—97,500—2-55—62967

F 1 2 (7)
4499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1956

SUBJECT: Reedville-Beaverton
Tualatin Valley
Contract No. 4499

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 382091, dated January 11, 1956 showing that the 2½"-0 crushed rock produced on January 10, 1956 was deficient by 4% of material retained on the 1½-inch screen.

This is not a major deficiency, but, if continued, may cause trouble in obtaining a well compacted base course. Will you please instruct the resident engineer to tighten his inspection of this crushing operation.

Also, please have him mark samples submitted after changes made in the plant or quarry operations for better gradation to show that they represent corrected material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:cf

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 21 1955
FOR FILING

F-1(5)D
44-11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1955

SUBJECT: Reedville-Beaverton
Tualatin Valley
Contract No. 4499

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Reports 381044, dated December 12, 1955; 381258 and 381259, dated December 15, 1955; and 381286, dated December 16, 1955, showing a 3% deficiency for material passing the ¼-inch screen in the 2½"-0 crushed rock being produced for the above contract.

As this is being stockpiled, the amount of material passing the ¼-inch screen should meet the requirements set forth in the standard specifications for stockpiled material.

Will you please instruct the resident engineer to inform the contractor that the material passing the ¼-inch screen must fall between 37½ and 45% for the 2½"-0 crushed rock.

Also, please have him so mark samples of corrected material that it is clear they represent improved material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1955
FOR FILING

F-1150
4411

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1955

SUBJECT: Reedville-Beaverton
Tualatin Valley
Contract No. 4499

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Reports 381044, dated December 12, 1955; 381258 and 381259, dated December 15, 1955; and 381286, dated December 16, 1955, showing a 3% deficiency for material passing the ¼-inch screen in the 2½"-0 crushed rock being produced for the above contract.

As this is being stockpiled, the amount of material passing the ¼-inch screen should meet the requirements set forth in the standard specifications for stockpiled material.

Will you please instruct the resident engineer to inform the contractor that the material passing the ¼-inch screen must fall between 37½ and 45% for the 2½"-0 crushed rock.

Also, please have him so mark samples of corrected material that it is clear they represent improved material.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 20 1955
FOR FILING

F-183 (9)
4499

December 13, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 6, 1955, on Contract No. 4499, Beaverton-Scholls Section, in Washington County, in connection with Federal Aid Project No. F-183(9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

BHP:ia

RECEIVED
DEC 7 - 1955
FOR FILING

FORM E80—50M—2-55—62966
1 16 (7)
11/1 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5th, 1955

SUBJECT: Aloha-Huber Water District
Beaverton-Reedville Section

To: Memo to W. C. Williams

NOTED
W. C. WILLIAMS

Re Assignment #5967, the Aloha-Huber Water District matter has been settled on the basis that the State will pay up to $8,975.75 on an itemized bill for moving surface facilities. This is in accordance with your instruction of October 17th, 1955 to L. H. Young.

The Water District has signed a letter written by Skelton accepting this basis of settlement.

Forrest Cooper
Construction Engineer

FC:AR

RECEIVED
DEC 5 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 1955
OFFICE OF
CONSTRUCTION ENGINEER

FORM E-157 2M 8-52

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P.O. BOX 4699, PORTLAND 2, OREGON

PHONE: EM 2125

October 18, 1955

IN REPLY PLEASE
REFER TO FILE NO.

Aloha-Huber Water District
c/o Elden W. Carter
1207 Portland Trust Building
Portland, Oregon

RECEIVED
W. C. WILLIAMS

Gentlemen:

On behalf of the Aloha-Huber Water District, Mr. Elden W. Carter recently submitted an estimate of the cost of relocating your surface facilities on the Reedville-Beaverton Section of the Tualatin Valley Highway, which is now under contract for reconstruction. The estimate of the cost of this work amounts to $8,975.75. I am advised by our Salem office that this estimate is satisfactory, and that the State Highway Commission will reimburse the district for the actual cost of this work, as shown on the estimate, but not to exceed the total of the estimate mentioned above. Itemized costs will be required in the district's billing, and these are audited by our Accounting Division. If the above meets with your approval, I would appreciate you signing the enclosed copies of t is letter and returning them to this office.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams
Forrest Cooper
L. A. Johnson

The above meets with our approval.

Earl C. Thompson (Chairman)
Aloha-Huber Water District
Cordelia Beckett (Secretary)

Recommended:
Elden W. Carter
Engineer

RECEIVED
DEC 7 - 1955
FOR FILING

F-12-11
11177

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 23rd, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

Dear Sir:

Reference is made to your memorandum of October 17, 1955 to the files with copies to W. C. Williams and myself, concerning the $8,975.00 from the Aloha-Huber Water District for removing facilities of the district that would be in the way of our construction of the Beaverton-Reedville Section on the Tualatin Valley Highway. In my letter of October 24th to yourself, I advised you of compliance of these instructions and also forwarded a copy of my letter of October 18th to the Aloha-Huber Water District, advising of the top estimate of $8,975.75, and also advising them that itemized costs would be required of their billing, which will be audited by our Accounting Division. State Force Order covering this work was also submitted.

I am enclosing herewith copy of my letter of October 18th, 1955 to the Aloha-Huber Water District, which has been approved by the chairman and secretary of this district, and by Mr. Elden W. Carter.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams
Roy W. Pyle

RECEIVED
DEC 1 1955
STATE OF OREGON
HIGHWAY ENGINEER

RECEIVED
OCT 20 1955
FOR FILING

4-12-2(9)
FORM E-30X—90,000—10-54—7[illegible]84
4414

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1955

SUBJECT:

To: Memo to the Files

NOTED
W. C. WILLIAMS

Discussed with the Deputy State Highway Engineer this date the moving of the Aloha-Huber Water District facilities as per Elden W. Carter's estimate of cost as sent out in his letter of September 20.

It is Mr. Williams's instructions that the $8,975.75 estimate given by Mr. Carter shall be a ceiling. The Division Engineer is to contact Mr. Carter as per our phone conversation of this date. He is to get a letter in which Mr. Carter acknowledges that he is agreeable to payment for the work set out on an actual cost basis as audited by our Accounting Division with the maximum at the above quoted figure.

L. H. Young
Assistant Construction Engineer

LHY:dt

cc- Mr. W. C. Williams
Mr. A. G. Skelton

RECEIVED
DEC 7 - 1955
FOR FILING

FORM E30—50M—2-55—62966
F-18.3(9)
4499
5967

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13th, 1955

SUBJECT: Reedville-Beaverton
Tualatin Valley Highway

To: Mr. W. C. Williams
Deputy State Highway Engineer

PLEASE RETURN TO
W. C. WILLIAMS

L

Reference is made to your Assignment #5967 having to do with the moving of the Aloha-Huber Water District facilities along the subject named section. Attached hereto you will find a copy of a letter written by Elden W. Carter, Consulting Engineer, representing the Water District, in which he outlines the work that it will be necessary to do to move their facilities into the clear and gives an estimate of cost for the same. This estimate of cost for moving their facilities is roughly $9,000. Division Engineer Skelton advises that this line in general follows the existing northerly property line of our existing highway and will be in the neutral zone between the east- and west-bound lanes.

I believe that Mr. Carter's statement of their plans for doing the work is satisfactory and recommend approval of the same. We have a $12,000 authorization set up in the contract to cover this work. I am instructing Skelton to submit an Order for State Force Work for the work.

L. H. Young
Ass't. Construction Engineer

LHY:AR
Enc.

NOTED
FORREST COOPER

Carrell F. Bradley

COPY

NOTED L. H. Young — REFERRED TO C. C. Per
BY DEPUTY STATE HIGHWAY ENGINEER

OK Provided Water Dist. furnishes letter to effect State payment shall not exceed $900.00 -over- and

Oregon State Highway Department
9200 S. E. McLaughlin Blvd.
Portland, Oregon

Attn. Lowell Johnston

Gentlemen

Reference is made to the Highway Department's request for an estimate of cost of moving water works facilities of the Aloha-Huber Water District along the Tualatin Valley Highway in connection with the improvement of the Reedville-Beaverton section.

From examination of plans of the proposed highway work it appears that the existing 10" steel main located on the north shoulder of the highw ay will be generally in the divising strip of the finished section and is deep enough to clear construction. It will be necessary, however, to move the gate valves on the lateral mains to clear the west-bound lane.

A total of 80 services must be relocated (some of which have already been moved where buildings have been moved). Most of the existing 3/4"service pipe is galvanized steel and should be replaced with copper, as it will be under pavement. The district will assume the cost of materials for such replacement. The estimated cost of relocating the average service is based upon moving the meter and box 50 ft. and reconnecting both ends.

The 2"service at St. Mary's Boys School will likewise require relocation.

Three fire hydrants must be relocated which will require an average of 50 ft. of new pipe, fittings, and couplings plus the installation labor.

	Estimated Cost
Relocate gate valve Unit on lateral main, 8 units @ $70.00 ea.	$ 560.00
Relocate Service, 80 services @ $82.00 ea.	6, 560.00
Relocate St. Mary's Boys School Service	160.00
Relocate fire hydrant Unit, 3 units @ $175.00 ea.	525.00
	$7,805.00
District overhead, engineering, supervision, & contingencies, 15%	1, 170.75
Total Estimated Cost	$8, 975.75

The above estimated cost does not include lowering any mains, which is not believed necessary. Access to the existing steel main will be necessary as the pipe is nearly 10 years old and several leaks have already been repaired.

Very truly yours,

Elden W. Carter (Signed)

Elden W. Carter, Engineer
Aloha-Huber Water District

cc-A-H W.D.

District

Carrell F. Bradley

TELEPHONE 5801

BUSH & BRADLEY
ATTORNEYS AT LAW
U. S. NATIONAL BANK BLDG.
HILLSBORO, OREGON

NEAL W. BUSH
CARRELL F. BRADLEY

July 21, 1955

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Re: Aloha-Huber Water District

Dear Mr. Baldock:

Please refer to our previous correspondence in regard to the construction of the Tualatin Valley Highway in so far as it relates to the Aloha-Huber Water District.

I am informed by Mr. Harry Leskela, superintendent of the water district, that the house movers are beginning to move buildings in and around Aloha inside the water district, which requires the movement of water connections. He further informs me that his district needs to make certain plans looking towards the construction by the highway department of the new highway. Some of the work that the district will do will be incident to the new highway and I assume would be paid for by the highway commission. This poses a definite problem for the district in that they don't know whether or not you want them to do the work and then pay them directly or whether you want to let the work for bids or whether the contractor that will get the paving job should do the work. In other words, these questions should be resolved in the very immediate future.

NOTED
W. C. WILLIAMS

Their engineer, Mr. Carter, wants to make some plans relative to the movement of water mains etc. and would like to discuss this matter with the highway engineer who has charge of this project. The district would appreciate it greatly if you could have your engineer in charge contact Mr. Carter at the water district office in the very near future and also provide us with an answer to the questions put forth above.

RECEIVED
JUL 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

BUSH & BRADLEY

CFB:cp

cc Aloha-Huber Water District

Carrell F. Bradley

RECEIVED
AUG 31 1955
FOR FILING

F 043 U
4499

August 31, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4499, which was awarded to you on August 12, 1955 by the State Highway Commission, for grading and paving on the Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 6 - 1955
FOR FILING

F-183(9)
4499

August 12, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Mr. Yett:

The State Highway Commission on June 30, 1955, accepted your proposal for grading and paving Reedville-Beaverton Section of Tualatin Valley Highway in Washington County for the sum of $596,233.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4499.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

lg

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.,
2418 Third Avenue
Seattle 1, Washington
Att'n. Dorothy McCormack

NOTED
J. Mc C.

RECEIVED
AUG 12 1955

1955

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM
DAY LETTER
NIGHT LETTER

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E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

NO. WDS.	CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 12, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Contract for grading and paving Reedville-Beaverton Section of Tualatin Valley Highway, Washington County for which you submitted low bid on June 30, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

By

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
AUG 12 1955
FOR FILING

1955

August 12, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County, Project F-183(7), to Porter W. Yett of Portland, Oregon, on the basis of the bid of $596,233.00 submitted on June 30, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. M. Probert
Office Engineer

SMP:ia

RECEIVED
AUG 15 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

FOR DISTRICT
FORM E-201
E-
F-1(7)
4-1[illegible]1

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

August 12, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-183 (9), Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County, we hereby concur in award of Contract No. 4499 as of this date to Porter W. Yett, Portland, Oregon, low bidder in the amount of $596,233.00 at the June 30, 1955 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
AUG 15 1955
OREGON
STATE HIGHWAY COMMISSION

STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1955
FOR FILING

FORM E-90X—50,000—10-54—7948
E-172 (1)
41499

Aloha - Link - Interagency.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26th, 1955

SUBJECT:

5247
5253
5900

To: Mr. A. C. Skelton
Division Engineer

NOTED
W. C. WILLIAMS

I hand you herewith copy of a letter from Carrell F. Bradley, attorney for the Aloha-Huber Water District. Mr. Bradley uses the old salesmanship gimmick of assuming the major decision that the State will pay the bill for some rearrangement and leaves up to us the minor decision as to whether we are to do the work or pay them for doing the work.

In order to resolve this matter, please contact Mr. Harry Leskela and go over the matter with him in the field, applying the yardstick that we have used in all cases as to whether or not the work that they request is on items of a "surface" nature which would have to be moved to clear actual highway construction. I realize that our policy in this matter is somewhat hard to define. However, as these water companies occupy public right of way under permit only, we have tried to adhere to the policy of paying for items that we actually encounter in the construction of the facility. Items that may be left in place and not interfere with the construction or the use of the road should not be considered an obligation of the State.

Will you please make the necessary investigation, giving this office a report with recommendation. I hold this matter on assignment from W. C. Williams.

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams

RECEIVED
JUL 27 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1955
FOR FILING

FORM E-30X—30,000—10-54—7946

E-173 .11
4199

Aloha - Huber Dist. #1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26th, 1955

SUBJECT:

5215
5253
5967

To: Mr. A. G. Skelton
Division Engineer

NOTED
W. C. WILLIAMS

I hand you herewith copy of a letter from Carrell F. Bradley, attorney for the Aloha-Huber Water District. Mr. Bradley uses the old salesmanship gimmick of assuming the major decision that the State will pay the bill for some rearrangement and leaves up to us the minor decision as to whether we are to do the work or pay them for doing the work.

In order to resolve this matter, please contact Mr. Harry Leskela and go over the matter with him in the field, applying the yardstick that we have used in all cases as to whether or not the work that they request is on items of a "surface" nature which would have to be moved to clear actual highway construction. I realize that our policy in this matter is somewhat hard to define. However, as these water companies occupy public right of way under permit only, we have tried to adhere to the policy of paying for items that we actually encounter in the construction of the facility. Items that may be left in place and not interfere with the construction or the use of the road should not be considered an obligation of the State.

Will you please make the necessary investigation, giving this office a report with recommendation. I hold this matter on assignment from W. C. Williams.

Forrest Cooper
Ass't. Construction Engineer

FC:AH
Enc.

cc to: W. C. Williams

RECEIVED
JUL 27 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1955
FOR FILING

May 31, 1955

Mr. Carrell F. Bradley
Attorney at Law
Bush & Bradley
U. S. National Bank Building
Hillsboro, Oregon

Dear Sir:

In reply to your letter of May 23, advise that we hope to call bids for the improvement of the Beaverton-Readville Section of the Tualatin Valley Highway at the Commission meeting of June 30 and July 1, 1955. We are now acquiring right of way and are hopeful that such right of way will be obtained in time for the advertising of the project for the above-mentioned date.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me lg

TELEPHONE 5801

BUSH & BRADLEY
ATTORNEYS AT LAW
U. S. NATIONAL BANK BLDG.
HILLSBORO, OREGON

NEAL W. BUSH
CARRELL F. BRADLEY

May 23, 1955

State Highway Department
Salem
Oregon

Attention Mr. Baldock

Dear Sir: Re: Aloha-Huber Water District

Some of the Commissioners of the water district have asked me to write relative to when your department plans to commence construction on the widening of the Beaverton-Aloha highway. Would it be possible for you to give me some outline of your construction plans.

Very truly yours,

BUSH & BRADLEY

Carrell F. Bradley

CFB:cp

REFERRED TO
Williams
for State Highway Engineer

W. C. WILLIAMS

RECEIVED
MAY 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 23 1955
FOR FILING

NEAL W. BUSH
CARRELL F. BRADLEY

BUSH & BRADLEY
ATTORNEYS AT LAW
U. S. NATIONAL BANK BLDG.
HILLSBORO, OREGON

TELEPHONE 5801

5295
5753

May 20, 1955

W. C. WILLIAMS

Oregon State Highway Dep't.
Salem
Oregon

Attention Mr. R. H. Baldock

Dear Mr. Baldock:

Thank you very kindly for your very informative and welcome letter of May 16, 1955, in regard to the Aloha-Huber Water District. I have read your letter to the commissioners and they are very elated over the decision of the State Highway Department in regard to the water mains and have asked me to express that appreciation to you. I am sure that you are aware of the fact that if the replacement of these mains had been up to the district that it would have required the district to expend large sums of money and would have virtually bankrupt them.

They are very anxious to co-operate with the State Highway Commission at any time in regard to any matters within their district and if you have any questions, please contact either me or Harry Leskela, the Superintendent, at their water district office.

Very truly yours,

BUSH & BRADLEY

Carrell J Bradley

Carrell F. Bradley

CFB:cp

REFERRED TO
Mr. Williams
Highway Engineer
Please note and file.

RECEIVED
MAY 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 16 1955
FOR FILING

Court

5-13

May 16, 1955

Mr. Carrell F. Bradley, Attorney at Law
Commercial Bank Building
Hillsboro, Oregon

Dear Sir:

On October 1, 1954 you were advised that we could not give you definite information relative to the effect on the Aloha-Huber Water District pipe lines when the Tualatin Valley Highway was improved to a four-lane facility. We advised that we would furnish you more information when such was available.

Our surveys have been completed, and it does not appear that the pipe line will be disturbed, except as to surface facilities, such as service pipe, meters, valves, et cetera. The existing highway can be widened to a four-lane facility without disturbing the existing mains.

The purpose of this letter is to advise the Aloha-Huber Water District of the Highway Department's intentions. No rearrangement of the District's facilities will be done by the State, as the Water District is occupying the right of way under a permit, except that the Highway Department will make revisions in facilities which project to or above the surface, such as meter boxes, valves, service connections, et cetera, estimated to cost $12,000, which cost the State will assume.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me RHB:me

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. G. Skelton

FORM E20—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1955

SUBJECT:

To: Mr. W. C. Williams
Dept. State Highway Engineer

NOTED
W. C. WILLIAMS

In reply to your Assignment No. 5753 which is in the nature of a follow up on the letter from Patterson, Lusk & Bradley, Attorneys at Law, and which refers to the cost of rearrangement of facilities of the Aloha-Huber Water District, it would be my recommendation that we follow the same procedure on this project as we have on several others, namely, that the State pay or assume the cost of moving the actual facilities which have to be rearranged for the construction of the job. Specifically, I refer to services, meters, valves, fire plugs, etc. that are actually located on the work area.

I suggest that we tell the District about what we have told other districts, that we will take care of the so-called surface facilities and not assume the burden of reconstruction or moving of the entire facility.

I followed up the cost estimate in the field and Skelton confirms an amount of $12,000 for moving the so-called surface facilities.

RECEIVED
APR 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Forrest Cooper
Asst. Construction Engineer

FC:jv
Encl.
cc: A. G. Skelton

FORM BSD—SCM—10-54—72464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 6, 1955

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

Under date of April 4th you wrote concerning our estimate on the cost of moving so-called surface facilities of the Aloha-Huber Water District on the Beaverton-Reedville Project on the Tualatin Valley Highway. Confirming our telephone conversation on this matter, we feel that the estimate of $12,000.00 for the moving of these surface facilities should be adequate, and I believe this amount should be set up in the project authorization. I am enclosing herewith copy of L. V. Blickenstaff's letter to me of April 5th on this matter.

Yours very truly,

A. G. HILTON
Division Engineer

AGS:w
Encl.
cc: L. V. Blickenstaff

Copy to Virgil O'Neil 4/12/55

NOTE
FORREST COOPER

NOTE
H. G. SMITH

FORM E-30X—50M—8-54—79186

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1955

SUBJECT:

To:
Mr. A. C. Skelton
Division Engineer

NOTED
W. C. WILLIAMS

I am having $12,000 placed in the project authorization to take care of necessary rearrangement of the so-called surface facilities of the Aloha-Huber Water District on the Reedville-Beaverton Section.

Please instruct the resident engineer to work closely with the Water District to be sure that we have proper costs and that the State is not billed for items of expense not properly chargeable to us.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams
V. G. O'Neil

FORM 530—5000—10-50—70000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Ore.
April 5, 1955

SUBJECT: Moving Aloha-Huber water lines.
Beaverton-Roedville Unit
Tualatin Valley Highway

To:
Mr. F. T. Young
Asst. Division Engr.
State Highway Dept.
Portland, Ore.

Dear Sir:

In the matter of lowering the Aloha-Huber Water District service connections and cross mains on the above mentioned project, I see no reason for changing our estimate of $12,000.

I believe the Salem office is now proposing a curbed section in some areas where we had a ditch section. It is theoretically possible that the ditch section might have interfered with some service connections that would not be affected by our sub-grade cut on the widening for a curbed section. However without actual elevations on the service lines at our new shoulder line I could not say to what extent, if any, this would be true.

Very truly yours,
L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

PS On Dec. 8, 1954 you forwarded to Salem a black and white print showing the situation with respect to these water lines.

L. V. B.

RECEIVED
OCT 6 - 1954
FOR FILING

Date: March 25, 1955

ASSIGNMENT

No. 5753 By WCW

Description: File (5) relative to Aloha-Huber Water District pipe lines in connection with Tualatin Valley Highway project which will soon be coming up.

Acknowledged by ____ Referred to Smith ✓

— Investigate and report with recommendation
— Such action as necessary and report
— Comment or recommendation
— Return with rough draft of reply
— Prepare reply for signature of Mr. _____
— Contact correspondent and report
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Remarks: Is time appropriate for follow up? We are getting ready to call bids.
WCW

PLEASE RETURN TO W. C. WILLIAMS

Executed 4-28-55 Report Received

Mr. Carrell F. Bradley
Attorney at Law
Commercial Bank Bui'
Hillsboro, Oregon

Dear Sir:

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Through the city
directly under the pavement,
through Aloha.

ver, will be
ng contemplated

Our studies indicate that chan visions in the pipe line, such as service pipes, et cetera, will in the neighborhood of $12,000. Pending further decision by the State Highway Commission, I can not tell you as to who should assume this cost and in what proportion.

When more definite information is available, we will be pleased to contact you further.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

FORREST COOPER

WCW:mm

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. A. G. Skelton

RECEIVED
OCT 6 - 1954
FOR FILING

October 1, 1954

Mr. Carrell F. Bradley
Attorney at Law
Commercial Bank Building
Hillsboro, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

We have been unable to reply to your letter of August 24 relative to the Aloha-Huber Water District pipe lines pending more complete study of conditions.

At the present time it appears that the pipe line will be left in place where it will be in the median strip between the two opposing lanes of traffic. Our present plans call for the use of the existing highway for one-way traffic eastbound. A parallel strip will be constructed for westbound traffic, with an 18-foot median between the pavements.

Through the city of Aloha the pipe line, however, will be directly under the pavement, as no median strip is being contemplated through Aloha.

Our studies indicate that changes and revisions in the pipe line, such as service pipes, et cetera, will cost in the neighborhood of $12,000. Pending further decision by the State Highway Commission, I can not tell you as to who should assume this cost and in what proportion.

When more definite information is available, we will be pleased to contact you further.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

FORREST COOPER

WCW:mm

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. A. G. Skelton

FORM E90—DOM—4-54—74886

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

NOTED
W. C. WILLIAMS

I am returning herewith your Assignment No. 5295 which has to do with the request of Patterson, Bush & Bradley for the State to assume the obligation of moving the Aloha-Huber Water District facilities when the Tualatin Valley Highway is improved.

I have notified Skelton of the decision (letter attached) and assume that you will notify the attorneys for the Water District when final decision has been reached.

As noted in the letter to Skelton, the cost of the necessary changes and revisions is approximately $12,000.

Forrest Cooper
Ass't. Construction Engineer

FC:js
Encl.

RECEIVED
OCT 1 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—6-54—78196

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1954

SUBJECT:

To:
Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Box 4699, Sellwood Sta.
Portland, Oregon

Dear Sir:

After considerable study, it has been decided that the water lines of the Aloha-Huber Water district will be allowed to remain in place in the median between the opposing traffic lanes. While it is realized that this is not the best practice, expediency dictates it in this case due to the extreme cost of the change which could not be borne by the Water District and should not be borne by the State. The cost of the necessary modifications caused by our reconstruction will probably have to be borne by the State, however no comments or promises are to be made to the Water District at this time as the matter is being handled by the Deputy State Highway Engineer. The estimated cost is $12,000.

Do you wish the map returned?

Very truly yours,

H. G. Smith
Construction Engineer

By

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc: W. C. Williams

PAUL L. PATTERSON
NEAL W. BUSH
CARRELL F. BRADLEY

TELEPHONE 5801

ASSIGNMENT

Date: ...t 25, 1954

No. ... By ...

Description: Letter from Carrell F. Bradley, dated August 24 re improvement and widening of Tualatin Valley Highway between Beaverton and Hillsboro.

PLEASE RETURN TO
W. C. WILLIAMS

Acknowledged by ____ Referred to SMITH

— Investigate and report with recommendation
— Such action as necessary and report
X Comment or recommendation
— Return with rough draft of reply
— Prepare reply for signature of Mr. ____
— Contact correspondent and report
- - - - - - - - - - - - - - - - - - - -
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Remarks:

Executed ____ Report Received ____

...FERRED TO
...Williams
State Highway Engineer
Please prepare ...

...strict

PLEASE RETURN TO
W. C. WILLIAMS

...ber Water

...issed with
...nd widening
...from Beaverton
... is vitally
...y. Near Aloha
it has 17,600 feet of 10-... ...00 feet of
4-inch O.D.pipe and 1,000 feet of 2-in... ...vanized pipe, all of which lay on the north side 18 feet from the center line of the existing highway. If the highway were widened, it would affect, in addition to the above, 17 lateral connections mostly 4-inch and 6-inch and 4 highway crossings and 103 existing service connections. The Aloha-Huber Water District does not know what the highway commission would expect of it should the highway be widened. If the highway commission would require that these pipes and connections be moved, it would be a great expense to the district. In fact, the expense would probably be so great that the district could not economically accomplish all of the movings in any one year. For example, it costs between $4 ...nd $4.50 to lay a 10-inch O.D. pipe per foot. The district would be interested in knowing whether or not the highway commission would provide any money or any assistance in moving this pipe.

I would appreciate it if you could give me the present attitude of the highway commission on matters such as this.

TELEPHONE 5801

PATTERSON, BUSH & BRADLEY

ATTORNEYS AT LAW
COMMERCIAL BANK BUILDING
HILLSBORO, OREGON

PAUL L. PATTERSON
NEAL W. BUSH
CARRELL F. BRADLEY

MAILED
W. C. WILLIAMS

August 24, 1954

REFERRED TO
Williams
By State Highway Engineer
Please prepare
in triplicate

Oregon State Highway Commission
Salem
Oregon

Attention Mr. Baldock

Re: Aloha-Huber Water District

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

I am writing you on behalf of the Aloha-Huber Water District for which I am the attorney.

You will recall that not long ago I discussed with you briefly the development and improvement and widening of the Tualatin Valley Highway which extends from Beaverton to Hillsboro. The Aloha-Huber Water District is vitally interested in the development of this highway. Near Aloha it has 17,600 feet of 10-inch O.D. pipe, 1,000 feet of 4-inch O.D.pipe and 1,000 feet of 2-inch galvanized pipe, all of which lay on the north side 18 feet from the center line of the existing highway. If the highway were widened, it would affect, in addition to the above, 17 lateral connections mostly 4-inch and 6-inch and 4 highway crossings and 103 existing service connections. The Aloha-Huber Water District does not know what the highway commission would expect of it should the highway be widened. If the highway commission would require that these pipes and connections be moved, it would be a great expense to the district. In fact, the expense would probably be so great that the district could not economically accomplish all of the movings in any one year. For example, it costs between $4 and $4.50 to lay a 10-inch O.D. pipe per foot. The district would be interested in knowing whether or not the highway commission would provide any money or any assistance in moving this pipe.

I would appreciate it if you could give me the present attitude of the highway commission on matters such as this.

(Re Aloha-Huber Water District)

If the highway commission intends to hold any hearings relative to this highway, the district would like to have a representative present, if possible.

May I hear from you.

Very truly yours,

Carrell F. Bradley

CFB:cp

cc Aloha-Huber Water District
P. O. Box 21
Aloha, Oregon

RECEIVED
AUG 25 1954
HIGHWAY ENGR.

RECEIVED
JUL 19 1955
FOR FILING

F-18 3(9)
41:179

Items Referenced To:
Adm
U. S. Govt
Dept. of Int.
B. P. A.

Salem, Oregon
July 11, 1955

MISC. CONTRACTS and AGREEMENTS No. 1656

Agenda Item 1-A

File Number 22815
Tualatin Valley Highway
Bonneville Power Administration

Mr. R. L. Porter
Right of Way Engineer
O f f i c e

Attention: Mr. E. F. Chidsey
Assistant R/W Engineer

Dear Mr. Porter:

Attached are four fully executed copies of a "Trust Agreement" with the Bonneville Power Administrator regarding payment to the Power Company of $4,700 for relocation of their structures 18/12 on the Beaverton-Reedville Project on the Tualatin Valley Highway, Beaverton-Forest Grove Section in Washington County.

A conformed copy has been retained in this office pending receipt of signed copy.

Very truly yours

Secretary

rm
Attach: 4

FORM E-30X 37½ 3-54 73730

AGENDA
6-20-1955
A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1955

SUBJECT: File Number 22815
Beaverton-Forest Grove
Tualatin Valley Highway
Bonneville Power Administration

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
B U I L D I N G

Dear Sir:

Under agenda item 1B-4 of April 13, 1955, the State Highway Commission approved paying the Bonneville Power Administrator $4,700 for relocation of their Structures 18/12 on the Beaverton-Reedville project. To complete this transaction, Bonneville Power Administration has submitted a trust agreement in quadruplicate, for the Commission's signature. The proposed agreement as submitted bears the approval of the State Highway Engineer & the Assistant & Chief Counsel.

Will you please have this agreement signed by the Highway Commission and returned to this office. Three of the copies will be returned to the Administrator with our check and the fourth copy will be returned to this office for filing. The fifth copy, attached, may be kept in your files pending return of the fully executed copy.

Very truly yours,

R. L. PORTER
RIGHT OF WAY ENGINEER

By E. F Chidsey/ehs
E. F. Chidsey
Assistant R/W Engineer

EFS:lw
Enc: Agreement, in quin.

DATE 4-13-55 Minute Page 13

RECEIVED
MAY 4 1955
FOR FILING

AGENDA
APR 13 1955
LB-4

FORM 830—SOM—4-54—74986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1955

SUBJECT: Agenda Item for April 13-14 Meeting

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
O F F I C E

File No. 22815 - Bonneville Power Admin.
Beaverton-Reedsville Section
Tualatin Valley Highway

In acquiring rights of way for the Beaverton-Reedsville Section it will be necessary to readjust two Bonneville transmission towers. They estimate that the cost of this work will be approximately $4,700.00 and will ask that we deposit with them this sum to cover their expenses in the work. After the work has been completed a final billing will be submitted and we will be asked to either pay an additional amount if such is indicated, or if their estimate is too high they will submit a refund to us. It has been my past experience that the Bonneville estimates are often about 10 percent low.

Will you please place this matter on the next agenda for consideration by the Highway Commission.

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP/cp

for H. B. GLAISYER

RECEIVED
JUN 27 1955
FOR FILING

F-183(9)
-14-1

June 14, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTE
W. C. WILLIAMS

Dear Sir:

The P. S. and E. documents for Oregon Project F-183(9), Reedville-Beaverton, Tualatin Valley Highway, have been reviewed in this office. It is noted that the special provisions contain a supplemental provision providing that the State will reimburse the contractor for 57-1/2% of the cost of "flagmen" labor, insurance on "flagmen" labor, and contribution to "Health and Welfare" fund of a labor union, up to a maximum of ten cents an hour.

We are unable to find any ruling in our files which would permit Federal participation in the cost of flagmen's labor on an hourly basis on contract projects and we consider this feature of the project is ineligible for Federal funds.

The P. S. and E. documents are approved and advertising is authorized subject to the condition that federal funds are non-participating in the cost of "flagmen" labor.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

Original to
Mr. Probert

RECEIVED
JUN 20 1955
STATE HIGHWAY COMMISSION

RECEIVED
DEC 24 1954
FOR FILING

F-183 91
4499

December 16, 1954

Oregon State Highway Commission

Gentlemen:

We have completed the survey for the Beedville-Beaverton Section of the Tualatin Valley Highway, and I attach hereto a sketch map indicating the same. Actually there is no change in the location of the existing road other than to widen on the northerly side to provide for an additional two lanes of traffic, with the exception that through the town of Aloha, where there is an existing 80-foot right of way, the new highway will stay within the limits of the existing right of way.

Your approval of the survey is recommended.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

Enclosure

cc Mr. H. G. Smith

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

REEDVILLE - BEAVERTON SECTION

TUALATIN VALLEY HIGHWAY

WASHINGTON COUNTY

Scale: 1" = 2000' Dec., 1954

DRG. NO. 1R-5-621

APPROVED

TY STATE HIGHWAY ENGINEER

12-15-54

END OF SURVEY
STA. 234+84.5

REEDVILLE

To Hillsboro

11

12

T.1S., R.2 W., W.M.
T.1S., R.1 W., W.M.

Beaverton Cr.

7

Relocated

Aloha

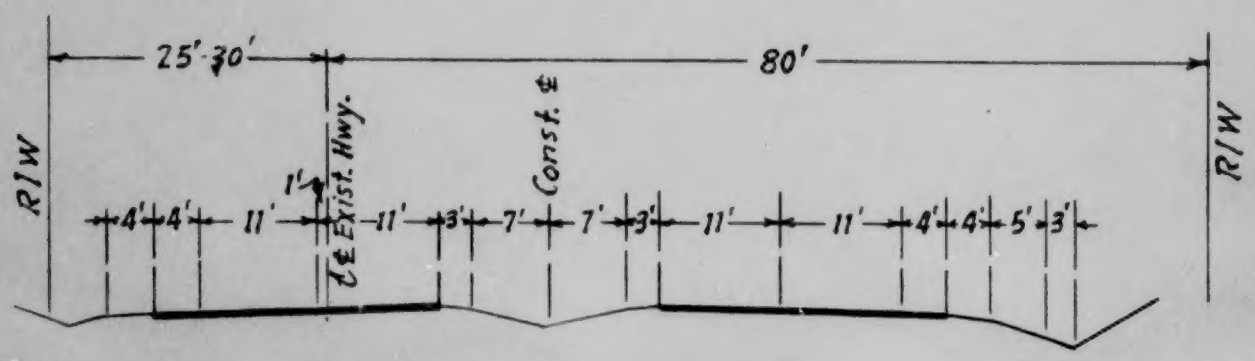
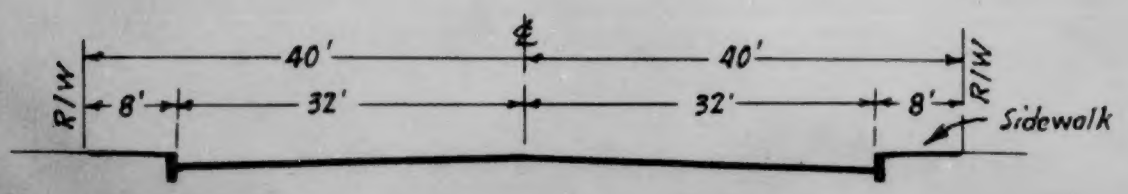
OR

Sou. Pac. Co.

Existing Hig

To Farmington

TYPICAL SECTIONS



APPROV

DEPUTY STATE HIGHWAY

Date 12-15-

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract #4450 Ends with: Contract # 4499

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 76 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 21st day of January 1981 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Leah Fretwell